
Draft Environmental Impact Report

Guajome Lake Homes Project

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STATE CLEARINGHOUSE NO. 2022110028

Prepared for:

CITY OF OCEANSIDE

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| C | Biological Technical Report |
| D | Cultural Resources Inventory Report |
| E | Built Environment Inventory and Evaluation Report |
| F | Paleontological Resources Inventory Report |
| G | Preliminary Geotechnical Evaluation |
| H | Preliminary Hydrology Study |
| I | Storm Water Quality Management Plan |
| J | Noise Technical Report |
| K | Draft Local Transportation Assessment |
| L | Draft Vehicle Miles Traveled Analysis |
| M | Water System Analysis |
| N | Sewer System Analysis |
| O | Fire Protection Plan Letter Report |
| P | Phase 1 Environmental Site Assessment |

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Acronyms and Abbreviations

| Acronym/Abbreviation | Definition |
|--------------------------|---|
| 2017 Scoping Plan Update | 2017 Climate Change Scoping Plan Update |
| 2021 Regional Plan | SANDAG's 2021 RTP/SCS |
| AB | Assembly Bill |
| ADT | average daily trips |
| ALUCP | Airport Land Use Compatibility Plan |
| amsl | above mean sea level |
| APE | area of potential effect |
| Basin Plan | Water Quality Control Plan for the San Diego Basin |
| BMP | best management practice |
| Btu | British thermal unit |
| CAAQS | California Ambient Air Quality Standards |
| CAL FIRE | California Department of Forestry and Fire Protection |
| CalARP | California Accidental Release Prevention |
| CALGreen | California Green Building Standards |
| Cal/OSHA | California Division of Occupational Safety and Health |
| Caltrans | California Department of Transportation |
| CAP | climate action plan |
| CARB | California Air Resources Control Board |
| CBC | California Building Code |
| CDFW | California Department of Fish and Wildlife |
| CEC | California Energy Commission |
| CEQA | California Environmental Quality Act |
| CERCLA | Comprehensive Environmental Response, Compensation, and Liability Act |
| CESA | California Endangered Species Act |
| CFC | California Fire Code |
| CFD | Community Facilities District |
| CH ₄ | methane |
| City | City of Oceanside |
| CIWM | California Integrated Waste Management |
| CIWMB | California Integrated Waste Management Board |
| CNEL | Community Noise Equivalent Level |
| CNRA | California Natural Resources Agency |
| CH ₄ | methane |
| CO | carbon monoxide |
| CO ₂ | carbon dioxide |
| County | San Diego County |
| CPUC | California Public Utilities Commission |
| CRHR | California Register of Historical Resources |
| CRPR | California Rare Plant Rank |
| CWA | Clean Water Act |
| dB | decibel |

| Acronym/Abbreviation | Definition |
|----------------------|---|
| dBA | A-weighted decibel |
| DPM | diesel particulate matter |
| ECAE | Energy and Climate Action Element |
| EIR | environmental impact report |
| EISA | Energy Independence and Security Act |
| ELI | extremely low income |
| Engineering Manual | City of Oceanside Engineers Design and Processing Manual |
| EO | Executive Order |
| EPA | U.S. Environmental Protection Agency |
| FESA | federal Endangered Species Act |
| EV | electric vehicle |
| FEMA | Federal Emergency Management Agency |
| FHSZ | Fire Hazard Severity Zone |
| FHWA | Federal Highway Administration |
| First Update | First Update to the Climate Change Scoping Plan: Building on the Framework |
| FMZ | fuel modification zone |
| FTA | Federal Transit Administration |
| GHG | greenhouse gas |
| GWP | global warming potential |
| HFC | hydrofluorocarbon |
| HGL | hydraulic grade line |
| HRA | health risk assessment |
| HUC | hydrologic unit code |
| IBC | International Building Code |
| IFC | International Fire Code |
| IPCC | Intergovernmental Panel on Climate Change |
| ips | inches per second |
| ISTEA | Intermodal Surface Transportation Efficiency Act of 1991 |
| kWh | kilowatt-hour |
| LCI | Governor's Office of Land Use and Climate Innovation (formerly OPR, Governor's Office of Planning and Research) |
| L_{dn} | day/night average sound level |
| L_{eq} | energy equivalent level |
| L_{max} | maximum sound level |
| L_{min} | minimum sound level |
| LOS | level of service |
| LTA | local transportation assessment |
| MBTA | Migratory Bird Treaty Act |
| mgd | million gallons per day |
| MHCP | Multiple Habitat Conservation Program |
| MLD | most likely descendent |
| MM | mitigation measure |
| MMT | million metric tons |
| MPO | metropolitan planning organization |

| Acronym/Abbreviation | Definition |
|------------------------------|---|
| MRZ | Mineral Resource Zone |
| MS4 | municipal separate storm sewer system |
| MT | metric ton |
| N ₂ O | nitrous oxide |
| NAAQS | National Ambient Air Quality Standards |
| NAHC | Native American Heritage Commission |
| NCTD | North County Transit District |
| NF ₃ | nitrogen trifluoride |
| NHPA | National Historic Preservation Act |
| NHTSA | National Highway Traffic Safety Administration |
| NO ₂ | nitrogen dioxide |
| NOP | Notice of Preparation |
| NO _x | oxides of nitrogen |
| NPDES | National Pollutant Discharge Elimination System |
| NRHP | National Register of Historic Places |
| O ₂ | molecular oxygen |
| O ₃ | ozone |
| Oceanside Traffic Guidelines | City of Oceanside Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment |
| Oceanside Subarea Plan | City of Oceanside Draft Subarea Plan |
| OEHHA | Office of Environmental Health Hazard Assessment |
| OFD | Oceanside Fire Department |
| OSHA | Occupational Safety and Health Administration |
| OUSD | Oceanside Unified School District |
| PFC | perfluorocarbon |
| PM ₁₀ | coarse particulate matter; particulate matter less than or equal to 10 microns in diameter |
| PM _{2.5} | fine particulate matter; particulate matter less than or equal to 2.5 microns in diameter |
| POC | point of compliance |
| Police Department | Oceanside Police Department |
| Porter–Cologne Act | Porter–Cologne Water Quality Control Act |
| ppv | peak particle velocity |
| PRC | Public Resources Code |
| Primary Standards | National Primary Drinking Water Regulations |
| psi | pounds per square inch |
| PV | photovoltaic |
| RAQS | Regional Air Quality Strategy |
| RCRA | Resource Conservation and Recovery Act |
| REC | recognized environmental condition |
| RFS | Renewable Fuel Standard |
| Rincon Band | Rincon Band of Luiseño Indians |
| ROG | reactive organic gas |
| RPS | Renewables Portfolio Standard |

| Acronym/Abbreviation | Definition |
|-----------------------|--|
| RTIP | Regional Transportation Improvement Program |
| RTP | Regional Transportation Plan |
| RWQCB | Regional Water Quality Control Board |
| SAFE | Safer Affordable Fuel-Efficient |
| San Luis Rey Band | San Luis Rey Band of Mission Indians |
| SANDAG | San Diego Association of Governments |
| SANTEC/ITE Guidelines | San Diego Traffic Engineers' Council/Institute of Traffic Engineers Guidelines for Transportation Impact Studies in the San Diego Region |
| SB | Senate Bill |
| SCAQMD | South Coast Air Quality Management District |
| SCIC | South Coastal Information Center |
| Scoping Plan | Climate Change Scoping Plan: A Framework for Change |
| SCS | Sustainable Communities Strategy |
| SDAB | San Diego Air Basin |
| SDAPCD | San Diego Air Pollution Control District |
| SDCWA | San Diego County Water Authority |
| SDG&E | San Diego Gas & Electric |
| Secondary Standards | National Secondary Drinking Water Regulations |
| SF ₆ | sulfur hexafluoride |
| SFD-R | Single Family Detached Residential |
| SGMA | Sustainable Groundwater Management Act |
| SIP | State Implementation Plan |
| SLRWRF | San Luis Rey Wastewater Reclamation Facility |
| SMARA | Surface Mining and Reclamation Act |
| SO ₂ | sulfur dioxide |
| SR | State Route |
| ST | short-term noise level measurement location |
| SWPPP | stormwater pollution prevention plan |
| SWQMP | Storm Water Quality Management Plan |
| SWRCB | State Water Resources Control Board |
| TAC | toxic air contaminant |
| TCR | Tribal Cultural Resource |
| TDM | Transportation Demand Management |
| TMDL | total maximum daily load |
| USC | United States Code |
| USFWS | U.S. Fish and Wildlife Service |
| UWMP | urban water management plan |
| VHFHSZ | Very High Fire Hazard Severity Zone |
| VMT | vehicle miles traveled |
| VOC | volatile organic compound |
| VUSD | Vista Unified School District |
| Weese Plant | Robert A. Weese Filtration Plant |
| WQIP | water quality improvement plan |
| Zero Waste Plan | Zero Waste Strategic Resource Management Plan |

Executive Summary

ES.1 Introduction

This environmental impact report (EIR) has been prepared by the City of Oceanside (City) as lead agency pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code 21000 et seq.) and the CEQA Guidelines (California Code of Regulations Section 15000 et seq.). This EIR has been prepared to evaluate the environmental impacts associated with implementation of the Guajome Lake Homes Project (project or proposed project).

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

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

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

ES.2 Project Description and Location

ES.2.1 Project Location

The proposed site consists of a mostly vacant parcel (Assessor's Parcel Number 157-412-1500) and includes approximately 16.78 acres in the Guajome Neighborhood Area of the City of Oceanside, California (Figure 3-1, Project Location). The proposed project site is located along the north side of Guajome Lake Road southeast of Albright Street in the east-central portion of the City. The City of Vista municipal boundary is located approximately 0.1 miles east of the project site. The project site is located approximately 0.5 miles south of State Route 76 and approximately 3.4 miles north of State Route 78. The project site is surrounded by residential development and open space (Figure 3-2, Existing Project Site).

The project site has a General Plan designation of Single-Family Detached Residential (SFD-R), with a consistent zoning designation of Single-Family Residential – Scenic Park Overlay and Equestrian Overlay (RS-SP-EQ). Areas surrounding the project site are zoned residential (north, east, and west of the project site) and as open space (south of the project site).

ES.2.2 Project Description

The proposed project would involve a request for approval of a development plan, tentative map, and density bonus to allow for the construction of 83 single-family homes on approximately 9.86 acres of the 16.78-acre project site. The project would also include approximately 35,151 square feet of private recreational and amenity area within the development. The project is subject to state Density Bonus Law (Government Code Section 65915) and local density bonus provisions (Section 3032 of the Zoning Ordinance).

The General Plan designation for the project site is Single-Family Detached Residential (SFD-R), with a zoning designation of Single-Family Residential – Scenic Park Overlay and Equestrian Overlay (RS-SP-EQ).

Four of the proposed 83 single-family homes (5% of the total) would be designated as deed-restricted affordable housing. The remaining 79 homes would be sold at market rate. The proposed affordable homes would be distributed evenly throughout the community. In order to accommodate the project as allowed under state Density Bonus Law, the project cannot physically comply with all of the development standards that apply to standard single-family residential projects. Based on the proposed design to accommodate density bonus units, the project anticipates seeking waivers of development standards, including reduction of lot sizes, removal of equestrian development standards, reduction or redistribution of setbacks, reduction of open space/landscape minimums, increase of floor area ratio per lot, and increase of retaining wall heights.

The average proposed lot sizes would be approximately 3,200 square feet, with homes ranging in size from 1,869 to 2,220 square feet. Primary access to the project site would be from Guajome Lake Road, which would be improved as part of the project. Guajome Lake Road would be improved the length of the property frontage, connecting to Albright Street. Road improvements would include 40-foot-wide curb to curb improvements, including a 5.5-foot-wide parkway and a 4.5-foot-wide sidewalk. The internal private road would be 28–32 feet wide with 5-foot-wide sidewalks. Each proposed home would include a two-car garage and a private driveway that would allow for parking of an additional two cars.

All homes would be developed on the southern portion of the project site, which has been previously disturbed and graded. The project would avoid the northernmost portion of the project site along the riparian corridor, preserving approximately 3.77 acres of the 16.78-acre project site as open space. In Existing Conditions, the project site is mostly vacant and previously disturbed, with one existing vacant structure in the northern portion of the property.

ES.2.3 Project Objectives

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

1. Ensure both visual and functional compatibility with other nearby land uses.
2. Provide new, high-quality for-sale residential units on an infill development site.
3. Maximize affordable and market-rate housing opportunities on a site that can be served by existing utilities, services, transit, and street access.
4. Provide new market-rate and affordable housing on a site that is consistent with the City’s General Plan, Housing Element, Zoning Ordinance, and affordable housing objectives, as well as the state Density Bonus Law, to help satisfy the City’s Regional Housing Needs Assessment current and future demand for housing.
5. Preserve the riparian corridor in the northern portion of the project site.

ES.2.4 Discretionary Actions

Consistent with the City's General Plan and Zoning Ordinance, the project requires certain entitlements be submitted, reviewed, and approved by the City. The requested entitlements include a development plan, tentative map, and request for density bonus. As the project proposes four designated deed-restricted affordable housing units, state Density Bonus Law requires the City to grant an incentive/concession and unlimited waivers. In order to accommodate the increased density allowed under the Density Bonus Law, the project cannot physically comply with all of the development standards found within the City's Zoning Ordinance. Based on the proposed design and the densities permitted by state law, the project seeks a waiver of the following development standards:

- Reduction of lot sizes
- Reduction of lot width
- Increase of lot depth to width ratio
- Reduction of building setbacks
- Increase of lot coverage percentage
- Increase of retaining wall heights
- Waiver of equestrian development standards

Implementation of these development standards would physically preclude the construction of the project at the densities permitted by state law.

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

ES.3 Areas of Controversy

Pursuant to Section 15082 of the CEQA Guidelines, the City circulated a Notice of Preparation (NOP) published November 2, 2022, to interested agencies, organizations, and parties. The NOP was also sent to the State Clearinghouse at the California Office of Planning and Research. The State Clearinghouse assigned a state identification number (SCH No. 2022110028) to this EIR.

A public scoping meeting was held on November 15, 2022, at 6:00 p.m. at the El Corazon Senior Center (3302 Senior Center Drive in the City of Oceanside) to gather additional public input. The initial 30-day public scoping period ended on December 1, 2022.

Comments received during the NOP public scoping period were considered as part of the preparation of this EIR. The NOP and written comments are included in Appendix A to this EIR. Comments covered numerous topics, including biological habitat, site access and circulation, utility infrastructure and supply, Tribal Cultural Resources, traffic generation and roadway improvements, air quality, greenhouse gas emissions, growth inducement, open space and recreation, and preservation of biological and cultural resources. Public scoping comments regarding the project's potential impact on the environment were evaluated as part of the preparation of this EIR and are analyzed throughout Chapter 4, Environmental Analysis.

Consistent with CEQA's requirements that an alternative must reduce or avoid a potentially significant project impact and that an EIR need not consider every conceivable alternative, the NOP comments were also considered in the development and evaluation of the reasonable range of feasible alternatives evaluated in this EIR.

ES.4 Effects Not Found to Be Significant

The project would result in no impact or less-than-significant impacts to the following: aesthetics, agriculture and forestry resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, traffic and circulation, Tribal Cultural Resources, utilities and service systems, and wildfire.

ES.5 Impacts Determined to Be Significant

Table ES-1 provides a summary of significant project-related impacts pursuant to the CEQA Guidelines, Section 15123(b)(1). Impacts associated with air quality, biological resources, cultural resources, and geology and soils were identified as significant. However, implementation of mitigation measures would reduce impacts to a less-than-significant level for all identified environmental topic areas.

Table ES-1. Summary of Significant Environmental Impacts

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|--|---|--|
| Air Quality | | |
| Impact AQ-1: The project would result in significant impacts related to emissions of criteria air pollutant emissions during construction | MM-AQ-1 Require Low-Volatile Organic Compound Coatings During Construction. The project applicant and/or their contractors shall ensure that low-volatile organic compound (VOC) coatings with a VOC content of 50 grams per liter or less are used during construction. | Less than significant |
| Impact AQ-2: The project would exceed the SDPACD VOC emissions threshold largely because of area source emissions from wood fireplaces | MM-AQ-2 Wood Burning Stoves and Fireplaces. No wood burning stoves or fireplaces shall be constructed as part of the project. | Less than significant |
| Biological Resources | | |
| Impact BIO-1: The project would result in direct impacts to special-status vegetation communities | MM-BIO-1 Off-Site Mitigation Credits. In order to mitigate for the loss of 1.25 acres of coastal sage scrub and 8.29 acres of non-native grassland, 2.5 acres of coastal sage scrub and 4.14 acres of non-native grassland are required. The project applicant will create 6.64 acres of coastal sage scrub at the Quarry Creek mitigation site. | Less than significant |
| Impact BIO-2: The project would result in the permanent loss of 1.98 acres of habitat utilized by coastal California gnatcatcher as well as 8.29 acres of | MM-BIO-1 (outlined above) MM-BIO-2 Landscaping. The applicant shall ensure that development landscaping adjacent to on- or off-site habitat does not include exotic plant species that may be invasive to native habitats. Exotic plant species not to be used include any species listed on the California Invasive Plant Council's (Cal-IPC) "Invasive Plant Inventory" List. This list includes such species as pepper trees, pampas grass, fountain grass, ice plant, myoporum, black locust, capeweed, tree of heaven, periwinkle, sweet alyssum, English ivy, French broom, Scotch broom, and Spanish | Less than significant |

Table ES-1. Summary of Significant Environmental Impacts

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|---|--|--|
| potential foraging habitat for white-tailed kite. | broom. A copy of the complete list can be obtained from Cal-IPC's web site or other similar sources that may evolve over the life of this plan. In addition, landscaping should not use plants that require intensive irrigation, fertilizers, or pesticides adjacent to the Preserve and water runoff from landscaped areas should be directed away from the open space areas and contained and/or treated within the development footprint. Landscaping within the Subarea Plan buffers will consist of native species. The applicant shall ensure that development lighting adjacent to all on- or off-site habitat shall be directed away from and/or shielded so as not to illuminate native habitats. | |
| | MM-BIO-3 Temporary Installation Fencing. The project applicant shall temporarily fence (with silt barriers) the limits of project impacts (including construction staging areas and access routes) to prevent additional habitat impacts and prevent the spread of silt from the construction zone into adjacent native habitats to be preserved. Fencing shall be installed in a manner that does not impact habitats to be preserved. If work occurs beyond the fenced or demarcated limits of impact, all work shall cease until the problem has been remedied to the satisfaction of the Wildlife Agencies. Any riparian/wetland or upland habitat impacts that occur beyond the approved fenced shall be mitigated at a minimum 5:1 ratio. Temporary construction fencing shall be removed upon project completion. | Less than significant |
| | MM-BIO-4 Environmental Awareness Training. A Workers Environmental Awareness Training Program shall be implemented with the contractor and all active construction personnel prior to construction to ensure knowledge of sensitive wildlife that may occur on site, including coastal California gnatcatcher (<i>Polioptila californica californica</i>) and least Bell's vireo (<i>Vireo bellii pusillus</i>) and their habitat, and general compliance with environmental/permit regulations and mitigation measures. At a minimum, training shall include a discussion of the following topics: (1) the purpose for resource protection; (2) descriptions of coastal California gnatcatcher and least Bell's vireo and their habitat; (3) the mitigation measures outlined in this report that should be implemented during Project construction to conserve sensitive resources, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced area to avoid sensitive resource areas in the field (i.e., avoided areas delineated on maps and on the Project site by fencing); (4) environmentally responsible construction practices; (5) the protocol to resolve conflicts that may arise at any time during the construction process; and, | |

Table ES-1. Summary of Significant Environmental Impacts

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|--------|--|--|
| | <p>(6) the general provisions of the federal Endangered Species Act (FESA), the need to adhere to the provisions of FESA, and the penalties associated with violating FESA.</p> <p>MM-BIO-5 Work Hours. Project construction shall occur during daylight hours. However, if temporary night work is required, night lighting shall be of the lowest illumination necessary for human safety, selectively placed, shielded, and directed away from natural habitats.</p> <p>MM-BIO-6 Construction Best Management Practices. The Project applicant shall ensure that the following conditions are implemented during Project construction to minimize potential impacts to sensitive vegetation and species:</p> <ol style="list-style-type: none"> 1. Employees shall strictly limit their activities, vehicles, equipment, and construction materials to the fenced project footprint; 2. To avoid attracting predators of covered species, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site; 3. Pets of project personnel shall not be allowed on the project site; 4. Disposal or temporary placement of excess fill, brush or other debris shall not be allowed in waters of the United States or their banks; 5. All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other such activities shall occur in designated areas outside of waters of the United States within the fenced project impact limits. These designated areas shall be located in previously compacted and disturbed areas to the maximum extent practicable in such a manner as to prevent any runoff from entering waters of the United States, and shall be shown on the construction plans. Fueling of equipment shall take place within existing paved areas greater than 100 feet from waters of the United States. Contractor equipment shall be checked for leaks prior to operation and repaired as necessary. "No-fueling zones" shall be designated on construction plans. 6. Impacts from fugitive dust shall be avoided and minimized through watering and other appropriate measures consistent with the Construction General Permit Order 2009-009-DWQ. | |

Table ES-1. Summary of Significant Environmental Impacts

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|--------|--|--|
| | <p>MM-BIO-7 Biological Monitor Requirements and Duties. A qualified biologist shall be on site daily during initial clearing/grubbing and weekly during grading activities within 500 feet of preserved habitat to ensure compliance with all Project-imposed mitigation measures. The biologist shall be available during pre-construction and construction phases to review grading plans, address protection of sensitive biological resources, monitor ongoing work, and maintain communications with the Project's engineer to ensure that issues relating to coastal California gnatcatcher, least Bell's vireo, and their habitat are appropriately and lawfully managed. The biological monitor should flush birds out of habitat areas before they are cleared.</p> <p>The qualified biological monitor shall also be responsible for the following duties:</p> <ol style="list-style-type: none"> 1. Oversee installation of and inspect temporary fencing and erosion control measures within or up-slope of avoided and/or preserved areas a minimum of once per week during installation and daily during all rain events until established to ensure that any breaks in the fence or erosion control measures are repaired immediately. 2. Periodically monitor the work area to ensure that work activities do not generate excessive amounts of dust. 3. Halt work, if necessary, and confer with the U.S. Fish and Wildlife Service (USFWS) and City of Oceanside (City) to ensure the proper implementation of species and habitat protection measures. The biologist shall report any violation to USFWS and the City within 24 hours of its occurrence. 4. Submit weekly letter reports (including photographs of impact areas) via email to the City during clearing/grubbing of potential habitat and/or Project construction resulting in ground disturbance within 500 feet of avoided potential habitat. The weekly reports shall document that authorized impacts were not exceeded and general compliance with all conditions. The reports shall also outline the duration of monitoring, the location of construction activities, the type of construction that occurred, and equipment used. These reports shall specify numbers and locations of any coastal California gnatcatchers/least Bell's vireo and nests, sex, observed behavior (especially in relation to construction activities), and remedial measures employed to avoid, minimize, and mitigate impacts to coastal California gnatcatchers/least Bell's vireo and nests. 5. Submit a final report to the City within 60 days of Project completion that includes the following: (1) as-built construction drawings for grading with an overlay of any active nests; (2) photographs of habitat areas during pre-construction and post-construction conditions; and (3) other relevant summary information documenting that authorized impacts were not exceeded and that general compliance with the avoidance/minimization provisions and monitoring program as required by USFWS were achieved. | |

Table ES-1. Summary of Significant Environmental Impacts

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|--------|---|--|
| | <p>MM-BIO-8 Breeding Season Avoidance. The removal of vegetation from the Project impact footprint shall occur only during September 1 through February 14 to avoid the bird breeding season. Further, to the maximum extent practicable, grading activities associated with construction of the Project shall occur September 1 through February 14 to avoid the breeding season. If Project construction must occur during the breeding season, MM-BIO-10 and MM-BIO-11 shall be implemented.</p> | |
| | <p>MM-BIO-9 General Pre-Construction Surveys. Take of birds protected under the Migratory Bird Treaty Act and California Fish and Game Code shall be avoided during the nesting season.</p> <p>Nesting Bird Survey. To avoid any direct and indirect impacts to raptors and/or any migratory birds, grubbing and clearing of vegetation that may support active nests and construction activities adjacent to nesting habitat will occur outside of the breeding season (February 15 to August 31). If removal of habitat and/or construction activities is necessary adjacent to nesting habitat during the breeding season, the applicant shall retain a City-approved biologist to conduct a pre-construction survey to determine the presence or absence of non-listed nesting migratory birds on or within 300 feet of the construction area, and federally- or State-listed birds and raptors on or within 500 feet of the construction area. The pre-construction survey must be conducted within 10 calendar days prior to the start of construction, the results of which must be submitted to the City for review and approval prior to initiating any construction activities. If nesting birds are detected by the City-approved biologist, the following buffers shall be established: 1) no work within 300 feet of a non-listed nesting migratory bird nest, and 2) no work within 500 feet of a listed bird or raptor nest. However, the City may reduce these buffer widths depending on site-specific conditions (e.g. the width and type of screening vegetation between the nest and proposed activity) or the existing ambient level of activity (e.g., existing level of human activity within the buffer distance). If construction must take place within the recommended buffer widths above, the project applicant will contact the City and Wildlife Agencies to determine the appropriate buffer.</p> <p>Coastal California Gnatcatcher Survey. A biologist holding a Section 10(a)(1)(A) permit shall perform a minimum of three focused surveys, on separate days, to determine the presence of coastal California gnatcatcher (<i>Polioptila californica californica</i>) nests within 500 feet of Project grading activities if construction is proposed during the coastal California gnatcatcher breeding season. The surveys shall begin a maximum of 7 days prior to Project construction</p> | |

Table ES-1. Summary of Significant Environmental Impacts

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|---|--|--|
| | (including temporary fence installation required by MM-BIO-3), and one survey shall be conducted the day immediately prior to the initiation of work. Additional surveys shall be done once a week during Project grading activities during the breeding season. | |
| | MM-BIO-10 California Gnatcatcher Nest Avoidance and Minimization Measures. If an active coastal California gnatcatcher (<i>Polioptila californica californica</i>) nest is found on site or within 500 feet of Project grading activities, the biologist shall postpone work within 500 feet of the nest and contact the U.S. Fish and Wildlife Service (USFWS) and the City of Oceanside to discuss (1) the best approach to avoid/minimize impacts to nesting coastal California gnatcatchers (e.g., sound walls, noise monitoring); and (2) a nest monitoring program acceptable to USFWS. Subsequent to these discussions, work may be initiated subject to implementation of the agreed-upon avoidance/minimization approach and monitoring program. If the biologist determines that bird breeding behavior is being disrupted, the Project applicant shall stop work and coordinate with USFWS to review the avoidance/minimization approach. Upon agreement as to any necessary revisions to the avoidance/minimization approach, work may resume subject to the revisions and continued monitoring. Success or failure of an active nest shall be established by regular and frequent trips to the site, as determined by the biologist and through a schedule approved by the wildlife agencies. Monitoring of an active nest shall continue until fledglings have dispersed or the nest has been determined to be a failure, as approved by USFWS. | |
| Impact BIO-3: Indirect impacts to vegetation during construction | MM-BIO-4 (outlined above) | |
| Impact BIO-4: The project would have potentially significant impacts to sensitive biological resources | MM-BIO-1 through MM-BIO-10 (outlined above) MM-BIO-11 Section 10 Consultation. All terms and conditions developed as part of the Section 10 consultation process with the U.S. Fish and Wildlife Service (USFWS) and provided in the project's Habitat Conservation Plan (HCP) shall be implemented. Terms and conditions shall apply to federally listed species that may be impacted by the project. | |
| Cultural Resources | | |
| Despite no significant archaeological | MM CUL-1 Prior to the issuance of a Grading Permit, the Applicant/Owner shall enter into a pre-excavation agreement, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring Agreement with the Traditionally and Culturally Affiliated (TCA) Native American | Less than significant |

Table ES-1. Summary of Significant Environmental Impacts

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|--|--|--|
| resources being identified within the project site, to further ensure project development would not result in potential impacts to cultural resources, the project would implement the City's standard cultural mitigation measures. | Monitor associated with a TCA Luiseño Tribe. A copy of the agreement shall be included in the Grading Plan Submittals for the Grading Permit. The purpose of this agreement shall be to formalize protocols and procedures between the Applicant/Owner and the Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and tribal cultural resources, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities. Through consultation with the Tribes that consulted on the project and with their consent, certain artifacts may be made available for 3D scanning/printing, with scanned/printed materials to be curated at a local repository meeting the federal standards of 36CFR79. | |
| | MM CUL-2 Prior to the issuance of a Grading Permit, the Applicant/Owner or Grading Contractor shall provide a written and signed letter to the City of Oceanside Planning Division stating that a Qualified Archaeologist and Luiseño Native American Monitor have been retained at the Applicant/Owner or Grading Contractor's expense to implement the monitoring program, as described in the pre-excavation agreement. | |
| | MM CUL-3 The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American monitor during all ground disturbing activities. The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The Applicant/Owner or Grading Contractor shall notify the City of Oceanside Planning Division of the start and end of all ground disturbing activities. | |
| | MM CUL-4 The Qualified Archaeologist and Luiseño Native American Monitor shall attend all applicable pre-construction meetings with the General Contractor and/or associated Subcontractors to present the archaeological monitoring program. The Qualified Archaeologist and Luiseño Native American Monitor shall be present on-site full-time during grubbing, grading and/or other ground altering activities, including the placement of imported fill materials or fill used from other areas of the project site, to identify any evidence of potential archaeological or tribal cultural resources. All fill materials shall be absent of any and all tribal cultural resources. | |
| | MM CUL-5 In order for potentially significant archaeological artifact deposits and/or cultural resources to be readily detected during mitigation monitoring, a written "Controlled Grade Procedure" for | |

Table ES-1. Summary of Significant Environmental Impacts

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|--------|---|--|
| | <p>CA-SDI-5345 shall be prepared by a Qualified Archaeologist, in consultation with the other TCA Luiseño Tribes that have participated in the state-prescribed process for this project, and the Applicant/Owner, subject to the approval of City representatives. The Controlled Grade Procedure shall establish requirements for any ground disturbing work with machinery occurring in and around areas the Qualified Archaeologist and Luiseño Native American monitor determine to be sensitive through the cultural resource mitigation monitoring process. The Controlled Grade Procedure shall include, but not be limited to, appropriate operating pace, increments of removal, weight and other characteristics of the earth disturbing equipment. A copy of the Controlled Grade Procedure shall be included in the Grading Plan Submittals for the Grading Permit.</p> <p>MM CUL-6 The Qualified Archaeologist or the Luiseño Native American monitor may halt ground disturbing activities if unknown tribal cultural resources, archaeological artifact deposits or cultural features are discovered. Ground disturbing activities shall be directed away from these deposits to allow a determination of potential importance. Isolates and clearly non-significant deposits will be minimally documented in the field, and before grading proceeds these items shall be secured until they can be repatriated. If items cannot be securely stored on the project site, they may be stored in off-site facilities located in San Diego County. If the Qualified Archaeologist and Luiseño Native American monitor determine that the unearthed tribal cultural resource, artifact deposits or cultural features are considered potentially significant TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project shall be notified and consulted regarding the respectful and dignified treatment of those resources. The avoidance and protection of the significant tribal cultural resource and/or unique archaeological resource is the preferable mitigation. If, however, it is determined by the City that avoidance of the resource is infeasible, and it is determined that a data recovery plan is necessary by the City as the Lead Agency under CEQA, TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project shall be notified and consulted regarding the drafting and finalization of any such recovery plan. For significant tribal cultural resources, artifact deposits or cultural features that are part of a data recovery plan, an adequate artifact sample to address research avenues previously identified for sites in the area will be collected using professional archaeological collection methods. The data recovery plan shall also incorporate and reflect the tribal values of the TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project. If the Qualified Archaeologist collects such resources, the Luiseño Native American</p> | |

Table ES-1. Summary of Significant Environmental Impacts

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|--------|---|--|
| | <p>monitor must be present during any testing or cataloging of those resources. Moreover, if the Qualified Archaeologist does not collect the tribal cultural resources that are unearthed during the ground disturbing activities, the Luiseño Native American monitor, may at their discretion, collect said resources and provide them to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the Luiseño Native American Monitor, deems the cultural resource or feature has been appropriately documented and/or protected.</p> | |
| | <p>MM CUL-7 The landowner shall relinquish ownership of all tribal cultural resources unearthed during the cultural resource mitigation monitoring conducted during all ground disturbing activities, and from any previous archaeological studies or excavations on the project site to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment and disposition, including reburial at a protected location on-site, in accordance with the Tribe's cultural and spiritual traditions. All cultural materials that are associated with burial and/or funerary goods will be repatriated to the Most Likely Descendant as determined by the Native American Heritage Commission per California Public Resources Code Section 5097.98. No tribal cultural resources shall be subject to curation.</p> | |
| | <p>MM CUL-8 Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusions of the archaeological monitoring program (e.g., data recovery plan) shall be submitted by the Qualified Archaeologist, along with the Luiseño Native American monitor's notes and comments, to the City of Oceanside Planning Division for approval.</p> | |
| | <p>MM CUL-9 As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Office of the Medical Examiner by telephone. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Medical Examiner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. If suspected Native American remains are discovered, the remains shall be kept in-situ, or in a secure location in close proximity to where they were found, and</p> | |

Table ES-1. Summary of Significant Environmental Impacts

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|---|---|--|
| | the analysis of the remains shall only occur on-site in the presence of a Luiseño Native American monitor. By law, the Medical Examiner will determine within two working days of being notified if the remains are subject to his or her authority. If the Medical Examiner identifies the remains to be of Native American ancestry, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall make a determination as to the Most Likely Descendent. | |
| Geology and Soils | | |
| Impact GEO-1: The project could result in potential damage to paleontological resources during construction | MM-GEO-1 Paleontological Resources Impact Mitigation Program and Paleontological Monitoring. Prior to commencement of any grading activity on site, the applicant shall retain a qualified paleontologist per the Society of Vertebrate Paleontology (2010) guidelines. The qualified paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the project that shall be consistent with the SVP (2010) guidelines and outline requirements for preconstruction meeting attendance and worker environmental awareness training, where paleontological monitoring is required within the project site based on construction plans and/or geotechnical reports, procedures for adequate paleontological monitoring and discoveries treatment, and paleontological methods (including sediment sampling for microinvertebrate and microvertebrate fossils), reporting, and collections management. The PRIMP shall also include a statement that any fossil lab or curation costs (if necessary due to fossil recovery) are the responsibility of the project proponent. A qualified paleontological monitor shall be on site during initial rough grading and other significant ground-disturbing activities in areas underlain by the Santiago Formation and below a depth of five feet below the ground surface in areas underlain by Holocene alluvium to determine if they are old enough to preserve scientifically significant paleontological resources. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will allow grading to recommence in the area of the find. | Less than significant |

ES.6 Significant and Unavoidable Impacts

As discussed in this EIR, implementation of the project would not result in any significant and unavoidable impacts.

ES.7 Analysis of Alternatives

Pursuant to CEQA Guidelines, EIRs are required to “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives” (14 CCR 15126.6[a]). This EIR “must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation” (14 CCR 15126.6[a]). The alternatives discussion is required even if these alternatives “would impede to some degree the attainment of the project objectives or would be more costly” (14 CCR 15126.6[b]). Alternatives considered are summarized below and analyzed in detail in Chapter 8, Alternatives, of this EIR.

ES.7.1 No Project Alternative

Under the No Project Alternative, the proposed project and associated improvements would not be implemented, and the project site would remain undeveloped. However, this No Project Alternative does not preclude future development on site because uses allowed under the Single-Family Detached Residential (SFD-R) would still be allowed under the current land use designation for the site. Because the No Project Alternative would not provide any development, overall impacts would be reduced compared to the proposed project. However, certain benefits would not be realized under this alternative, including the provision of housing units as identified in an infill area in the General Plan, and enhanced uses and road improvements in the surrounding area. Furthermore, because the No Project Alternative would not develop the site or facilitate either market-rate or affordable housing, this alternative would not fulfill any of the proposed project objectives.

ES.7.2 Reduced Development Footprint Alternative

Reducing the proposed development footprint was considered in response to USFW concerns associated with impacts to biological resources on site.

In response to comments received from USFW regarding the Notice of Preparation of the Draft EIR, the Reduced Development Footprint Alternative (Coastal Sage Scrub Impact Minimization) Alternative, would consist of 72 single-family homes on site. This would be 11 fewer units than the proposed project, and this alternative layout would minimize impacts to coastal sage scrub on site by pushing the development footprint south by approximately 30 feet from the limits of coastal sage scrub. However, the Reduced Development Footprint Alternative would encroach into the proposed open space area and hillside. Under this alternative, an approximately 25-foot-high shoring wall would be required, which may result in some permanent impacts to coastal sage scrub, although substantially reduced in comparison to the proposed project. The reconfiguration of this alternative would also require all proposed recreation/open space area to be removed. Similar to the proposed project, this alternative would be responsible for park impact fees and could require additional potential park impact mitigation as a result of not providing usable open space area.

Similar to the proposed project, this alternative would require a tentative map, development plan, and a request for density bonus with waivers for development standards such as net lot area, lot width, and front, side, and rear yard setbacks. Similar to the proposed project, 4 of the proposed 72 single-family homes (5% of the total) under this alternative would be designated as deed-restricted affordable housing. The remaining 68 homes would be sold at market rate. Similar to the proposed project, to accommodate this alternative as allowed under Density Bonus Law, this alternative cannot physically comply with all of the development standards included in the City's Zoning Ordinance. Based on the proposed design to accommodate density bonus units, this alternative anticipates seeking similar or additional waivers of development standards, including reduction of lot sizes, removal of equestrian development standards, reduction or redistribution of setbacks, reduction of open space/landscape minimums, increase of floor area ratio per lot, and increase of retaining wall heights.

This alternative would meet project objectives to a lesser extent compared to the proposed project. Although this alternative would develop infill housing on an urbanized site and assist the City to implement its housing goals, it would include fewer affordable and market-rate units, limiting the creation of housing opportunities and failing to meet project Objectives 3 and 4.

ES.7.3 Townhome (Coastal Sage Scrub Impact Avoidance) Alternative

The Townhome (Coastal Sage Scrub Impact Avoidance) Alternative presents a revised development plan for the 16.78-acre site, offering a reduced environmental footprint compared to the proposed project. This alternative involves a townhome development on approximately 5.98 acres of the site, including 90 townhome units, each ranging from approximately 1,400 to 1,800 square feet and extending up to three stories. Unlike the proposed project, which covers approximately 9.86 acres of the site and includes 83 single-family homes with recreational amenities, the Townhome Alternative significantly decreases the disturbance area on site from 8.96 acres to 5.98 acres and does not include any recreational amenities on site. Of the 90 townhome units (15%) under this alternative, 14 would be affordable (low- and moderate-income) units, as required by the City's Inclusionary Housing Ordinance.

Under this alternative, approximately 2.98 additional acres of open space would be incorporated north of the proposed disturbance limits, maintaining the natural state of the surrounding environment and enhancing the buffer area between development and coastal sage scrub. The Townhome Alternative maintains fencing between the project and adjacent open space. The road improvements and off-site enhancements would remain consistent with those of the proposed project, ensuring continuity in access and infrastructure. This alternative emphasizes a smaller footprint and greater preservation of natural open space. However, this alternative does increase the density on site to approximately 15 dwelling units per acre.

Similar to the proposed project, this alternative would require a tentative map, development plan, and a request for density bonus, with waivers for development standards such as net lot area, lot width, and front, side, and rear yard setbacks. This alternative would designate 14 of the 90 townhome units (15%) as deed-restricted affordable housing. The remaining 76 homes would be sold at market rate. Similar to the proposed project, to accommodate this alternative as allowed under Density Bonus Law, this alternative cannot physically comply with all of the development standards included in the City's zoning ordinance. Based on the proposed design to accommodate density bonus units, this alternative anticipates seeking similar or additional waivers of development standards, including reduction of lot sizes, removal of equestrian development standards, reduction or redistribution of setbacks, reduction of open space/landscape minimums, increase of floor area ratio per lot, and increase of retaining wall heights.

The Townhome Alternative would meet proposed project objectives with the exception of Objectives 1 and 4, as this alternative would not be consistent with the existing single-family land use and zoning designation of the site or of the adjacent land uses.

ES.7.4 Environmentally Superior Alternative

Table ES-2 provides a qualitative comparison of the impacts for each alternative compared to the proposed project. As shown in Table ES-2, the No Project Alternative would eliminate all of the significant impacts identified for the project. However, the No Project Alternative would not meet any of the project objectives. CEQA Guidelines Section 15126.6(e)(2) states that if the No Project Alternative is identified as the environmentally superior alternative, then an environmentally superior alternative should be identified among the other alternatives.

Among the other alternatives, not including the proposed project, the Townhome (Coastal Sage Scrub Impact Avoidance) Alternative would be considered the environmentally superior alternative because it would provide a reduced level of impact in some environmental analysis areas, including biological resources, cultural resources, and geology and soils. However, under this alternative, impacts to biological resources, cultural resources, and geology and soils would still remain as less than significant with mitigation incorporated, similar to the proposed project.

As described above, the Townhome Alternative significantly decreases the disturbance area on site from 8.96 acres under the proposed project to 5.98 acres. With the reduction of disturbance area in the northern portion of the site, this alternative would avoid direct impacts to coastal sage scrub as compared to the proposed project. By preserving a larger portion of the site as open space and avoiding impacts to coastal sage scrub, take of the federally listed coastal California gnatcatcher (*Polioptila californica californica*) would be avoided. As such, no take permits would be required from the U.S. Fish and Wildlife Service. Additionally, impacts to sensitive riparian areas would also be avoided. Because the project design, which includes fencing between the development and coastal sage scrub, would prevent indirect impacts in the form of noise disruption and unauthorized human entry, no indirect impacts to coastal sage scrub or riparian resources are anticipated. This would be a significant impact reduction to biological resources in comparison to the proposed project.

The Townhome Alternative would meet proposed project objectives with the exception of Objective 4, as this alternative would not be consistent with the existing single-family land use and zoning designation.

Nonetheless, this alternative would develop infill housing, including affordable units, on an urbanized site and assist the City to implement its housing goals while also avoiding impacts to coastal sage scrub and the riparian area on site. Although this alternative would not meet all project objectives, this alternative would reduce potentially significant impacts to biological resources in comparison to the project, and this alternative is considered the environmentally superior alternative.

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

| Environmental Topic | Proposed Project | No Project Alternative | Reduced Development Footprint (Coastal Sage Scrub Impact Minimization) Alternative | Townhome (Coastal Sage Scrub Impact Avoidance) Alternative |
|---------------------|------------------|------------------------|--|--|
| Air Quality | LTSM | No Impact (Reduced) | LTSM (Same) | LTSM (Same) |

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

| Environmental Topic | Proposed Project | No Project Alternative | Reduced Development Footprint (Coastal Sage Scrub Impact Minimization) Alternative | Townhome (Coastal Sage Scrub Impact Avoidance) Alternative |
|----------------------|------------------|------------------------|--|--|
| Biological Resources | LTSM | No Impact (Reduced) | LTSM (Reduced) | LTSM (Reduced) |
| Cultural Resources | LTSM | No Impact (Reduced) | LTSM (Reduced) | LTSM (Reduced) |
| Geology and Soils | LTSM | No Impact (Reduced) | LTSM (Reduced) | LTSM (Reduced) |

Notes: Impact Status: LTSM = Less Than Significant with Mitigation.

ES.8 Issues to be Resolved by Lead Agency

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

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

1 Introduction

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

1.1 Purpose of the Environmental Impact Report

This EIR addresses the potentially significant adverse environmental effects associated with the proposed Guajome Lake Homes Project (project or proposed project) under CEQA. The proposed project would involve a request for approval of a development plan, tentative map, and density bonus to allow for the construction of 83 single-family homes on approximately 9.86 acres of the 16.78-acre project site, in the City of Oceanside (City). The proposed project would require approval of certain discretionary actions by the City and is therefore subject to CEQA environmental review requirements. A detailed description of the proposed project is provided in Chapter 3, Project Description, of this EIR. The City, as the CEQA lead agency, has prepared this EIR to provide decision makers, the public, trustee agencies, and responsible agencies with information about the potential environmental effects associated with the proposed project.

1.2 Intended Use of the Environmental Impact Report

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

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

The City is the lead agency for the EIR and will perform the entitlement processing of the proposed project. As the designated lead agency, the City has assumed responsibility for preparing this EIR, and the analysis and findings in this EIR reflect the City's independent judgment. When deciding whether to approve the proposed project, the City will use the information in this EIR to consider potential impacts to the physical environment associated with the proposed project. Subsequent to certification of the Final EIR, agencies with permitting authority over all or portions of the proposed project will use the Final EIR as the basis for their evaluation of environmental effects related to the proposed project that will culminate with the approval or denial of applicable permits.

1.3 Scope of the Environmental Impact Report

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

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

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

1.4 The Environmental Impact Report and California Environmental Quality Act Review Process

1.4.1 California Environmental Quality Act Overview

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

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

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

1.4.2 Notice of Preparation and Scoping

CEQA establishes mechanisms to inform the public and decision makers about the nature of the proposed project and the extent and types of impacts that the proposed project and alternatives to the proposed project would have on the environment should the proposed project or alternatives be implemented. Pursuant to CEQA Guidelines Section 15082, the City circulated a Notice of Preparation (NOP), published November 2, 2022, to interested agencies, organizations, and parties. The NOP was also sent to the State Clearinghouse at the California Office of Planning and Research. The State Clearinghouse assigned a state identification number (SCH No. 2022110028) to this project.

The NOP is intended to encourage interagency communication regarding the proposed action so that agencies, organizations, and individuals are afforded an opportunity to respond with specific comments and/or questions regarding the scope and content of the EIR. A public scoping meeting was held on November 15, 2022, at 6:00 p.m. at the El Corazon Senior Center in the City of Oceanside to gather additional public input. The 30-day public scoping period ended on December 1, 2022.

Comments received during the NOP public scoping period were considered as part of the preparation of this EIR. The NOP and written comments are included in Appendix A to this EIR. Comments covered numerous topics, including site access, traffic and circulation, noise, air quality and greenhouse gas emissions, lighting, water quality, visual impact, emergency access, and preservation of biological and cultural resources. Public scoping comments regarding the proposed project's potential impact on the environment were evaluated as part of the preparation of this EIR. Consistent with CEQA requirements that an alternative must reduce or avoid a potentially significant project impact and that an EIR need not consider every conceivable alternative, the NOP comments were also considered in the development and evaluation of the reasonable range of feasible alternatives evaluated in this EIR.

1.4.3 Draft Environmental Impact Report and Public Review

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

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

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

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

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

Interested agencies and members of the public can submit written comments on the adequacy of the Draft EIR to the City's Development Services Department at the address above, addressed to Rob Dmohowski, Principal Planner, or emailed at rdmohowski@oceansideca.org. Comments on the Draft EIR are to be received by 5:00pm on January 6, 2025, the last day of the review period.

1.4.4 Final Environmental Impact Report Publication and Certification

Once the 45-day public review period concludes, the City will review all public comments on the Draft EIR and provide a written response to all written comments pertaining to environmental issues as part of the Final EIR. The Final EIR will include all written comments received during the public review period, responses to comments, and edits made to the Draft EIR.

The City will consider certification of the Final EIR (14 CCR 15090). If the Final EIR is certified, the City may consider the project approval (14 CCR 15092). When deciding whether to approve the proposed project, the City will use the information provided in the Final EIR to consider potential impacts to the physical environment. The City will also consider all written comments received on the Draft EIR during the public review period in making its decision to certify the Final EIR as complete and compliant with CEQA and in making its determination whether to approve or deny the proposed project. Environmental considerations, as well as economic and social factors, will be weighed by the City to determine the most appropriate course of action.

Prior to approving the proposed project, the City must make written findings and adopt a Statement of Overriding Considerations with respect to any significant and unavoidable environmental effect identified in the Draft EIR (14 CCR 15091, 15093). If the proposed project is approved, the City will file a Notice of Determination with the State Clearinghouse and San Diego County Clerk within 5 working days after project approval (14 CCR 15094.)

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

1.4.5 Mitigation Monitoring and Reporting Program

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

1.5 Organization and Content of the Environmental Impact Report

This EIR is organized as follows:

- **Executive Summary.** This chapter outlines the proposed project and conclusions of the environmental analysis and provides a summary of the proposed project compared to the alternatives analyzed in the EIR.

This chapter also summarizes feasible mitigation measures proposed to reduce or avoid each significant project impact.

- **Chapter 1, Introduction.** This chapter briefly discusses the purposes of the EIR, the applicable environmental review process and procedures, and format and organization of the EIR.
- **Chapter 2, Environmental Setting.** This chapter describes the project location, physical environmental setting, and regulatory setting.
- **Chapter 3, Project Description.** This chapter provides a thorough description of the proposed project, including its location, characteristics, project objectives, and required discretionary actions.
- **Chapter 4, Environmental Impact Analysis.** This chapter discusses the regulatory and environmental setting and provides an analysis of project's impacts, proposed mitigation measures to reduce or avoid any significant impacts, and conclusions regarding the level of significance after mitigation for each environmental impact issue.
- **Chapter 5, Effects Found Not to Be Significant.** This chapter discusses the reasons that various possible significant effects of a proposed project were determined not to be significant and were therefore not discussed in detail in the EIR.
- **Chapter 6, Cumulative Effects.** This chapter describes the potential cumulative effects of the project, including those effects described in both Chapter 4 and Chapter 5. Cumulative impact refers to two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts.
- **Chapter 7, Other CEQA Considerations.** This chapter addresses the proposed project's potential growth-inducing impacts, which could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. This chapter addresses impacts that have been identified as significant and unavoidable and provides an analysis of the significant irreversible changes in the environment that would result from the proposed project.
- **Chapter 8, Alternatives.** This chapter analyzes a reasonable range of potentially feasible alternatives to the proposed project that have the potential to reduce or avoid significant impacts associated with the proposed project.
- **Chapter 9, List of Preparers.** This chapter provides a list of persons, organizations, and agencies that contributed to the preparation of this EIR.
- **Chapter 10, References.** This chapter lists the references and sources cited in each section of the EIR.
- **Appendices.** The appendices include various technical studies and correspondence prepared for the proposed project, as listed in the table of contents.

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2 Environmental Setting

As required by Section 15125 of the California Environmental Quality Act (CEQA) Guidelines, this chapter of the environmental impact report (EIR) includes a brief description of the existing physical conditions at the Guajome Lake Homes Project (project or proposed project) site and the surrounding vicinity at the time of filing of the Notice of Preparation. This chapter also provides an overview of the regulatory setting on the project site pursuant to Section 15125(d) of the CEQA Guidelines. Additional details and descriptions of the Existing Conditions specific to each environmental issue can be found throughout Chapter 4, Environmental Analysis. The environmental conditions discussed in this chapter and throughout the EIR constitute the baseline conditions by which significances of impacts will be determined.

2.1 Project Setting

2.1.1 Project Location

The proposed site consists of a single 16.78-acre parcel (Assessor's Parcel Number 157-412-1500) located in the Guajome Neighborhood Area of the City of Oceanside (City), California (Figure 3-1, Project Location). The proposed project site is located on Guajome Lake Road southeast of Albright Street in the east-central portion of the City, adjacent to Guajome Regional Park. The City of Vista municipal boundary is located approximately 0.1 miles east of the project site. The project site is located approximately 0.5 miles south of State Route 76 and approximately 3.4 miles north of State Route 78. The project site is surrounded by residential development and open space.

2.1.2 Site Background

The project site is primarily undeveloped, with the exception of a structure located in the northwestern portion of the property and an associated unpaved driveway from Guajome Lake Road in the south. This structure on the property was occupied by a tenant within the last 5 years; however, it is currently vacant and is not habitable. The southern portion of the site appears to be occasionally mowed to control vegetation growth, whereas the northern portion features intact native habitat, including riparian habitat around an ephemeral stream.

2.1.3 Existing Land Uses

On-Site Land Uses

The project site is a primarily vacant, undeveloped parcel that contains a dirt driveway leading to existing vacant structures located in the northwestern portion of the property. An existing ridgeline near the center of the site separates a naturally sloping portion of the lot from existing coastal sage scrub and other habitat/riparian areas, along with a non-wetland water ephemeral stream that ultimately empties into Guajome Lake.

Surrounding Land Uses

The project site is bordered directly to the north by the existing single-family residences off Albright Street, to the east by existing single-family residences located along Seattle Slew Way, and to the south by a single-family lot

located at 2837 Guajome Lake Road. West of Guajome Lake Road and immediately adjacent to the subject property are Guajome Regional Park and the Guajome Regional Park Willow Trail.

2.1.4 Existing Zoning Designations

The project site is zoned RS-SP-EQ (Single-Family Residential – Scenic Park Overlay – Equestrian Overlay). Adjacent residential development is zoned RS-SP-EQ and RE-B-SP-EQ (Residential Estate B – Scenic Park Overlay – Equestrian Overlay). Guajome Regional Park is designated OS-SP (Open Space – Scenic Park Overlay). These zoning designations are described in detail in Chapter 4.10, Land Use, of this EIR.

2.1.5 Existing General Plan Land Use Designations

The project site has a General Plan designation of SFD-R (Single-Family Detached Residential). Areas surrounding the project site are designated as SFD-R and EB-R (Estate B Residential) (north, east, and west of the project site) and OS (Open Space) (southwest of the project site).

2.2 Regional Setting

2.2.1 Climate

The local climate within the project area is characterized as semi-arid, with consistently mild, warmer temperatures throughout the year. The average summertime high temperature in the region is approximately 75.9°F, with highs reaching 76.8°F on average during the months of July through September. The average wintertime low temperature is approximately 50.4°F, reaching as low as 48.5°F on average during November through March. Average precipitation in the local area is approximately 10.34 inches per year, with the bulk of precipitation falling November through March (NOAA 2021).

2.2.2 Air Basin

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

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

Air quality standards have been set pursuant to the federal and state Clean Air Acts, referred to as the National Ambient Air Quality Standards and California Ambient Air Quality Standards. The favorable climate of San Diego also works to create air pollution problems. The SDAB has been determined to be in nonattainment of the federal and state ozone (O₃) air quality standards. In the fall months, the SDAB is often impacted by Santa Ana winds, which can transport air pollution from the South Coast Air Basin and increase O₃ concentrations in the San Diego area. Under certain conditions, atmospheric oscillation results in the offshore transport of air from the Los Angeles region to San Diego County (County), which also raises the O₃ concentrations within the SDAB. Due to this condition and the associated Clean Air Act requirements, Regional Air Quality Strategies have been developed to address reducing O₃ in the SDAB. Refer to Section 4.2, Air Quality, for additional information regarding air quality in the SDAB.

2.2.3 Soils

The project site is underlain by a thin layer of quaternary alluvium over Santiago Formation. Refer to Section 4.6, Geology and Soils, for additional information.

2.2.4 Terrain

The topography of the project site slopes downward toward the north-northeast. The proposed project site supports primarily non-native vegetation in the southern half of the site where development will occur and a mixture of additional vegetation communities and land covers within the northern half of the site. Elevations range from approximately 141 feet above mean sea level to approximately 186 feet above mean sea level.

2.2.5 Watersheds and Hydrology

The project site is located within the Mission Hydrologic Subarea of the Lower San Luis Hydrologic Area within the San Luis Rey Watershed (903.11). The major surface-water bodies in the vicinity of the project are Guajome Lake and the San Luis Rey River, which flows east to west.

Runoff through the site primarily flows via sheet flow methods to three different discharge locations leaving the property. A local high point exists adjacent to the site along Guajome Lake Road, directing runoff to the north and south. One main point of discharge exists in the northwest corner of the site at a local low spot on Guajome Lake Road, and there is another in the southwest corner of the site.

Within the Lower San Luis Hydrologic Subarea, downstream impaired 303(d) listed water bodies include Guajome Lake, San Luis River Lower, and San Luis Rey Hydrologic Unit. Refer to Section 4.9, Hydrology and Water Quality, for additional details.

2.2.6 Vegetation and Habitats

The proposed project site supports primarily non-native vegetation in the southern half of the site where development will occur, and a mixture of additional vegetation communities and land covers within the northern half of the site. Dudek biologists mapped eight vegetation communities within the biological study area: Diegan coastal sage scrub (2.2 acres), disturbed habitat (0.25 acres), non-native grassland (8.87), southern arroyo willow riparian forest (2.88 acres), urban/developed (0.89 acres), non-native riparian (0.58 acres), non-vegetated channel (0.32 acres), and riparian forest (0.30 acres). No special-status rare plant species were observed during the rare plant survey and/or were subsequently determined to have a potential to occur.

2.2.7 Utilities

Potable water is currently provided by the City's Water Utilities Department Water Division. The project is situated in the central northern portion of the City in an area served by the Talone 320 Pressure Zone. The nearest existing 320 Pressure Zone public water lines in the vicinity of the project are a 10-inch and a 12-inch water line in Guajome Lake Road southwest of the project and an 8-inch water line at the intersection of Melrose Drive and Spur Avenue to the northeast of the project.

In the City, wastewater is collected and treated by the City's Water Utilities Department Wastewater Division. The Wastewater Division provides wastewater collection, treatment, and sewage disposal services for the City in accordance with applicable laws and standards. The existing public sewer system consists of 8-inch-diameter sewer lines in Old Ranch Road and Hitching Post Drive. The sewer in Hitching Post Drive continues northwest to a 15-inch trunk sewer in State Route 76. The closest existing public sewer to the project site is approximately 2,000 feet away.

Refer to Section 4.17, Utilities and Service Systems, for additional details regarding water and wastewater service.

2.3 Applicable Planning Documents

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

2.3.1 City of Oceanside General Plan

California law requires that each county and city adopt a General Plan "for the physical development of the County or City, and of any land outside its boundaries which ... bears relation to its planning" (California Government Code Section 65300). Each General Plan must be internally consistent, and all discretionary land use plans and projects must also be consistent with the General Plan.

The City's General Plan is the primary source of long-range planning and policy direction that is used to guide development within the City and serves as a policy guide for determining the appropriate physical development and character of the City. The City's General Plan is founded on the community's vision for the City and expresses the community's long-range goals. The document was last reformatted in 2002 to rearrange the text and include introductory material. The City's General Plan contains the following 10 elements: Land Use (updated in 1989), Circulation (updated in 2012), Recreational Trails (adopted in 1996), Housing (2021–2029 Housing Element adopted on June 16, 2021 and re-adopted September 13, 2023), Environmental Resource Management (adopted in 1975), Public Safety (adopted 1975), Noise (adopted in 1974), Community Facilities (adopted in 1990), Hazardous Waste Management (adopted in 1990), and Military Reservation (adopted in 1981). Each of the City's General Plan elements contains goals for the future of the City. In addition, the City's General Plan contains a land use map, which depicts the planned land uses for properties within the City. Objectives and policies established for each land use designation are described within the General Plan's Land Use Element (City of Oceanside 1989).

In 2019, the City Council adopted Phase I of the General Plan Update, which included the Economic Development Element, Energy and Climate Action Element, and Climate Action Plan. Phase 2 of the General Plan Update will include updating of the City's existing Land Use, Circulation, Housing, Community Facilities, Public Safety, and Noise Elements. This planning process aims to revisit important planning elements last updated in 2002 (City of Oceanside 2024). The adopted Housing Element (2021–2029) was certified by the California Department of Housing and Development on November 14, 2023. City staff prepared an EIR for the City's General Plan Update, which addresses all topic areas outlined in the CEQA Appendix G Environmental Checklist Form. The comment period for the scoping phase of the General Plan Update EIR ran from May 24 to June 23, 2021. The onwardoceanside.com website provides up-to-date information about the General Plan Update. In June 2021, the City released five project background reports, which was considered the first major technical step in the process of updating the City's General Plan and preparing the Smart and Sustainable Corridors Specific Plan. The background reports provide a comprehensive analysis of resources, trends, and concerns that will frame and guide choices for the long-term development of the City: (1) Baseline Economic and Market Analysis; (2) Land Use and Community Resources; (3) Mobility; (4) Environmental Resources; and (5) Smart and Sustainable Corridors. These five background reports can also be found on the onwardoceanside.com website. On June 4, 2024, public review drafts of the General Plan Elements, the Draft Environmental Impact Report for the General Plan Update, the Smart and Sustainable Corridors Plan, and the updated Climate Action Plan were released.

The proposed project would be consistent with the General Plan, as discussed further in Section 4.10.

2.3.2 City of Oceanside Zoning Ordinance

The City of Oceanside Zoning Ordinance is the primary implementation tool for the Land Use Element. The Zoning Ordinance and Zoning Map identify specific types of land use, intensity of land use, and development and performance standards applicable to specific areas and parcels of land within the City (City of Oceanside 1992 2022).

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

The project site is located within the North County Multiple Habitat Conservation Program (MHCP) area. The North County MHCP is a long-term regional conservation plan established to protect sensitive species and habitats in northern San Diego County (SANDAG 2003). The North County MHCP is divided into seven subarea plans, one for each jurisdiction within the MHCP area, that will be permitted and implemented separately from one another. The Oceanside Draft Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (Oceanside Subarea Plan) was prepared in 2010 but has not been adopted by the Oceanside City Council (City of Oceanside 2010). The City uses the Oceanside Subarea Plan as a guidance document for development projects in the City and will continue to implement key goals of the plan until the Vital and Sustainable Resources Element is adopted by the Oceanside City Council as part of the General Plan Update. Refer to Section 4.3, Biological Resources, for additional discussion regarding the Oceanside Subarea Plan.

2.3.4 Regional Plans

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

San Diego Association of Governments San Diego Forward: The Regional Plan

The San Diego Association of Governments (SANDAG) San Diego Forward: The Regional Plan (2021 Regional Plan) combines the region's two most important existing planning documents—the Regional Comprehensive Plan and the Regional Transportation Plan and its Sustainable Communities Strategy (RTP/SCS). The Regional Comprehensive Plan, adopted in 2004, laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The plan covered eight policy areas, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, borders, and social equity. These policy areas were addressed in the 2050 RTP/SCS and are now fully integrated into the 2021 Regional Plan.

The SANDAG Board of Directors adopted the 2021 Regional Plan on December 10, 2021. The 2021 Regional Plan is a 30-year plan that considers growth, movement, and residential location around the region. The 2021 Regional Plan combines the RTP/SCS and Regional Comprehensive Plan. As such, the 2021 Regional Plan must comply with specific state and federal mandates. These include an SCS, per California Senate Bill 375, that achieves greenhouse gas emissions reduction targets set by the California Air Resources Board, compliance with federal civil rights requirements (Title VI); environmental justice considerations; air quality conformity; and public participation (SANDAG 2021). For additional information regarding the 2021 Regional Plan, refer to Sections 4.2, Air Quality; 4.7, Greenhouse Gas Emissions; 4.10, Land Use and Planning; and 4.15, Traffic and Circulation.

Regional Air Quality Plan

The San Diego Air Pollution Control District and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The Regional Air Quality Strategy for the SDAB was initially adopted in 1991 and is updated on a triennial basis, most recently in 2022 (SDAPCD 2022). As discussed under Section 2.2.2 above, the SDAB is in nonattainment for O₃. The Regional Air Quality Strategy outlines the San Diego Air Pollution Control District's plans and control measures designed to attain the state air quality standards for O₃. The Regional Air Quality Strategy relies on information from the California Air Resources Board and SANDAG, including mobile and area source emissions and information regarding projected growth in the County and the cities in the County, to forecast future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The California Air Resources Board mobile-source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of the development of their General Plans (SANDAG 2017, 2021). The project would be consistent with the Regional Air Quality Strategy because the project complies with the General Plan and zoning for the site. For additional information regarding air quality plans, refer to Section 4.2.

Water Quality Plans

San Luis Rey Watershed Water Quality Improvement Plan

On May 8, 2013, the Regional Water Quality Control Board approved a regional municipal separate storm sewer system (MS4) permit that is applicable to local jurisdictions within San Diego, southern Orange, and southwestern Riverside Counties (Order No. R9-2013-0001). The regionwide National Pollutant Discharge Elimination System Permit (Regional MS4 Permit) sets the framework for municipalities, such as the City, to implement a collaborative watershed-based approach to restore and maintain the health of surface waters. The Regional MS4 Permit requires development of water quality improvement plans (WQIPs) that will allow the City (and other cities and organizations

with a vested interest in the watershed) to prioritize and address pollutants through an appropriate suite of best management practices in each watershed.

The City lies within the San Luis Rey Watershed Management Area and is one of the municipalities responsible for the watershed's WQIP. The San Luis Rey Watershed WQIP was accepted by the Regional Water Quality Control Board on February 12, 2016, and finalized in March 2016 (City of Oceanside et al. 2016). The San Luis Rey Watershed WQIP includes strategies to improve water quality in receiving waterbodies. The project would comply with these strategies and would be consistent with this plan. For additional information on water quality, refer to Section 4.9.

Oceanside Municipal Airport Land Use Compatibility Plan

The County's Regional Airport Authority develops and adopts airport land use compatibility plans (ALUCPs) for each public use and military airport within its jurisdiction. The Oceanside Municipal ALUCP, as amended in December 2010, provides policies to ensure compatibility with the Oceanside Municipal airport and surrounding land uses. These policies span various topics, including noise, overflight zones, and safety. The ALUCP is based upon the Federal Aviation Administration-approved Airport Layout Plan. The project site is not located within the noise or safety zones designated by this ALUCP but is located within Review Area 2. The project would comply with notification requirements of Review Area 2 and would be consistent with this plan. For additional information regarding the ALUCP, refer to Section 4.8, Hazards and Hazardous Materials, and Section 4.11, Noise.

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3 Project Description

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

3.1 Project Objectives

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

1. Ensure both visual and functional compatibility with other nearby land uses.
2. Provide new, high-quality for-sale residential units on an infill development site.
3. Maximize affordable and market-rate housing opportunities on a site that can be served by existing utilities, services, transit, and street access.
4. Provide new market-rate and affordable housing on a site that is consistent with the City of Oceanside (City) General Plan, Housing Element, Zoning Ordinance, and affordable housing objectives, as well as the state Density Bonus Law, to help satisfy the City's Regional Housing Needs Assessment current and future demand for housing.
5. Preserve the riparian corridor in the northern portion of the project site.

3.2 Project Overview and Major Components

The proposed site consists of a mostly vacant parcel (Assessor's Parcel Number 157-412-1500) and includes approximately 16.78 acres located in the Guajome Neighborhood Area of the City of Oceanside, California (Figure 3-1, Project Location). The proposed project site is located along the north side of Guajome Lake Road southeast of Albright Street in the east-central portion of the City. The City of Vista municipal boundary is located approximately 0.1 miles east of the project site. The project site is located approximately 0.5 miles south of State Route (SR) 76 and approximately 3.4 miles north of SR 78. The project site is surrounded by residential development and open space (Figure 3-2, Existing Project Site).

The proposed project would involve a request for approval of a development plan, tentative map, and density bonus to allow for the construction of 83 single-family homes on approximately 9.86 acres of the 16.78-acre project site. The project would also include approximately 35,151 square feet of private recreational and amenity area within the development, featuring common open space with lawn areas, a play area, and culinary lounge. The project is subject to the state Density Bonus Law (Government Code Section 65915) and local density bonus provisions (Section 3032 of the Zoning Ordinance).

The General Plan designation for the project site is Single-Family Detached Residential (SFD-R), with a zoning designation of Single-Family Residential – Scenic Park Overlay and Equestrian Overlay (RS-SP-EQ).

Four of the proposed 83 single-family homes (5% of the total) would be designated as deed-restricted affordable housing. The remaining 79 homes would be sold at market rate. The proposed affordable homes would be distributed evenly throughout the community. In order to accommodate the project as allowed under the Density Bonus Law, the project cannot physically comply with all of the development standards that apply to standard single-family residential projects. Based on the proposed design to accommodate density bonus units, the project anticipates seeking waivers of development standards, including reduction of lot sizes, equestrian development standards removed, reduction or redistribution of setbacks, reduction of open space/landscape minimums, increased floor area ratio per lot, and increase of retaining wall heights.

The average proposed lot sizes would be approximately 3,200 square feet, with homes ranging in size from 1,869 to 2,220 square feet. Primary access to the project site would be from Guajome Lake Road, which would be improved as part of the project. Guajome Lake Road would be improved over the length of the property frontage, connecting to Albright Street. Road improvements would include 40-foot curb to curb improvements, including a 5.0-foot parkway and a 5.0-foot sidewalk. The internal private road would be 28–32 feet wide with 5-foot-wide sidewalks. Each proposed home would include a two-car garage and a private driveway that would allow for additional parking of two more cars (Figure 3-3, Conceptual Site Plan).

All homes would be developed on the southern portion of the project site, which has been previously disturbed and graded. The project would avoid the northernmost portion of the project site along the riparian corridor, preserving approximately 6.92 acres of the 16.78-acre project site as open space. In existing conditions, the project site is mostly vacant and previously disturbed, with one existing vacant structure in the northern portion of the property. This existing structure would be removed with implementation of the proposed development.

Two fuel modification zones (FMZs) would extend across the project site. This defensible space comprises an irrigated, well-maintained landscape that consists of fire-resistant plants within 30 feet of the building (Zone 1) and a thinned landscape in the areas between 30 and 100 feet (Zone 2) from the structures (where applicable). The FMZs proposed for portions of this project are not standard Oceanside Fire Department widths, as some areas include reduced Zone 1 and/or Zone 2 areas and are less than 100 total feet within the property borders. These reductions are related to grading extents, portions of the FMZs extending into riparian forest protected areas, residential lot lines, or property boundaries that restrict Zone 1 and/or Zone 2.

The approvals required for the project include a tentative map, development plan, and density bonus, with waivers for development standards such as net lot area, lot width, and front, side, and rear yard setbacks. Approvals and requested density bonus waivers for development standards are further outlined below in Section 3.3, Discretionary Actions and Other Approvals.

3.2.1 Land Uses

The proposed project includes residential uses within a 16.78-acre project site. The project also includes supporting amenities, including a recreational area, open space, and landscaping. The property is zoned RS-SP-EQ (Single-Family Residential – Scenic Park Overlay – Equestrian Overlay), corresponding with the City's General Plan designation of SFD-R (Single-Family Detached Residential). The approvals required for the project include a tentative map, development plan, and a request for density bonus, with waivers for development standards such as net lot area, lot width, and front, side, and rear yard setbacks. Project development standards and requested waivers are outlined below in Table 3.3-1. Proposed land uses on the project site are further discussed in detail in Chapter 4.10, Land Use, and Chapter 4.12, Population and Housing, of this EIR.

3.2.1.1 Residential

The State of California's Density Bonus Law (Government Code Section 65915-65918) was established to promote the construction of affordable housing units and allows projects to exceed the maximum designated density and to use development standard waivers, reductions, or incentives and concessions in exchange for providing affordable housing units in compliance with all current density bonus regulations. The City implements these state requirements. Dwelling unit distribution and density bonus calculations for the proposed project are outlined below.

The General Plan designation of Single-Family Detached Residential (SFD-R) and a consistent zoning designation of RS-SP-EQ (Single-Family Residential – Scenic Park Overlay – Equestrian Overlay) allow for a maximum potential density of up to 5.9 units per acre. Under the Density Bonus Law, where a density range is provided, the base number of units permitted is determined by multiplying the net site acreage (12.45 acres¹) by the maximum density for the specific zoning range and land use element of the General Plan applicable to the project (5.9 units per acre). Using this methodology, the base number of units allowed at the project site would be 73.46 (rounded up to 74 per density bonus). The project proposes to provide four of the units (5%) as affordable to very-low-income households and pay the remaining 5% of the City's 10% Inclusionary Housing Obligation through the in-lieu fee alternative (Chapter 14c of the City's Code of Ordinances). Per the state Density Bonus Law, affordable unit percentage is calculated excluding units added by a density bonus ($5\% \times 74$ (base allowable) = 3.7 units; rounds up to 4 units). Under the Density Bonus Law, the provision of 5% very-low-income units allows the applicant to receive a density bonus of up to 20%, allowing additional market-rate units to be constructed (74 base allowable units $\times 0.20$ (density bonus) = 14.8 units), which rounds up to 15 density bonus units. Finally, to calculate the total dwelling units, the base allowable units are added to the density bonus units (74 base allowable units + 15 density bonus units = 89 total units allowed). Although 89 total units would be allowed under the density bonus, the project proposes only 83 total units. The maximum potential density (units per acre) with the density bonus would be determined by dividing the total units (83 units) by the net site acreage (12.45 acres). Using this methodology, the maximum potential density would be 6.67 units per acre under the provisions of the density bonus Law. The project proposes a total of 83 single family residences, 4 of which would be at the affordable/low-income level (5% of the total), and the remaining 79 units would be designated as market rate. Affordable units will be proportional to the overall project in unit size, be dispersed throughout the project, and have access to all amenities available to market-rate units. The proposed dwelling unit distribution complies with the City of Oceanside Inclusionary Housing Ordinance requirements and the provisions of the Density Bonus Law regarding affordable housing.

The 12.45 developable acres used in the density bonus calculation uses the 3.77 acres of riparian area that includes non-native riparian habitat. The 3.19 acres of riparian area identified in the Biological Resources Technical Report prepared for the project (Appendix C) excludes non-native riparian habitat and disturbed riparian forest. Including non-native riparian habitat in the riparian area for the density bonus calculation is more conservative because the non-native riparian habitat is adjacent to the southern arroyo willow riparian forest. The Biological Resources Technical Report uses contiguous California Department of Fish and Wildlife area.

¹ Although the proposed project would only develop 9.86 acres of the overall 16.78-acre site, 12.45 developable acres is used in the density bonus calculation for the site because buffer/setback areas required from the edge of the riparian areas do not get subtracted from the developable area acreage for the density bonus calculation. The density bonus calculation used for the proposed project is (Total Site Area – Riparian Areas – Public Road Easements) (16.78 acres – 3.77 acres – 0.569 acres) = 12.45 Developable Acres. The riparian acreage used in this calculation includes southern arroyo willow riparian forest, non-native riparian, and non-vegetated channel, as outlined in Section 4.3 of this EIR.

3.2.1.2 Open Space

The project would include approximately 35,151 square feet of private recreational and amenity area within the development. Additionally, the project would avoid the northernmost portion of the project site along the riparian corridor, preserving approximately 6.92 acres of the 16.78-acre project site as open space.

The open space and theming of the community take into consideration the projects proximity to Guajome Regional Park and the history and culture of the site. The design is intended to pay homage to the community's cultural assets, such as the Rancho Guajome Adobe. Forms and patterns found in the open space take inspiration from these historic and unique visual profiles. Amenities and materiality are influenced by the equestrian nature of the surroundings and local points of interest, creating a natural and rustic landscape for the residents. The design of the community would feature a dynamic core within the community providing flexible spaces for gathering, culinary experiences, play, walking, and recreation (Figure 3-4, Conceptual Open Space Plan).

The central park takes inspiration from the geometry of the Rancho Guajome Adobe. The park has been designed to include three distinct areas. These three areas include a culinary component featuring barbecue grills with picnic areas and a large lawn for social gatherings, a multi-age tot lot with shade pavilion, and a passive lawn space. A walking loop stitches the different areas together.

3.2.1.3 Landscaping and Walls

Proposed landscaping is designed to provide a distinct visual character and enhance the project. The preliminary landscaping plan is shown in Figure 3-5, Conceptual Landscape Plan.

The proposed project would be required to comply with Article 3049, Urban Forestry Program, of the City's Zoning Ordinance. The Urban Forestry Program requires new development over 1 acre in size to provide a minimum tree canopy area of 12% and a minimum permeable surface area of 22%. The project would satisfy these requirements.

Retaining walls would be located along the project frontage, entries, and best management practice areas to support the required grading and storm drainage for the project site.

Entry monumentation would utilize the proposed corner retaining wall. The proposed signage would create a gateway into the community.

The planting layout for the project was designed with a conscious effort to provide an enhanced perimeter landscape that will be compatible with the visual character of Guajome Regional Park. In the core open space, a variety of tree species would help accentuate the social and community gathering spaces. Drought-tolerant and low-water-use plants would be incorporated. A layering of soft vegetation with accents of succulents would provide a layered and textured ground plane. A variety of vegetation deriving influence from Guajome Regional Park would be featured along the boundaries of the project site. The layered retaining walls would be softened by vegetation, creating a welcoming approach for those entering from the street. Landscaping would also be featured adjacent to public rights-of-ways.

3.2.2 Architectural Design

The project residences would be built in a variety of contemporary architectural design in one of three styles, referred to as "ranch," "farmhouse," and "progressive prairie." The architectural styles would be reinforced through

massing and materials. A variety of roof forms would be included to shape the massing, ranging from all gable, combination of hip and gable, and all hip. Style-specific window grids and window and door trim, along with front door and garage door styles, would help reinforce the architectural character. The homes would be predominantly stucco, with either shingle, board and batten, or lap siding accents. Primary proposed building material finishes would include white, grey, or beige stucco exterior walls, consistent with the building material and finishes required within the Scenic Park Overlay Zoning District. Enhanced elevations would be included based on the elevation exposure to public edges. These proposed home plans each have 3 elevation styles, and each style has 3 distinct color schemes, resulting in 27 possible combinations. All proposed color schemes consist of earth tones or tones that would be consistent with the surrounding area, as required within the Scenic Park Overlay Zoning District.

All outdoor lighting would meet requirements of Chapter 39 of the City Municipal Code (light pollution ordinance) and would be shielded appropriately. Street lighting featured throughout the site would be appropriately shielded to reduce lighting impacts to the surrounding open space areas and improve dark-sky regulation compliance.

3.2.3 Circulation, Access, and Parking

3.2.3.1 Vehicular Circulation and Access

Both entrances to the project site are located at the project frontage along Guajome Lake Road. The proposed single-family development would be connected by a private loop road within the project site. Guajome Lake Road would be improved over the length of the property frontage, connecting to Albright Street. Road improvements would include 40-foot curb to curb improvements, including a 5.5-foot-wide parkway and a 4.5-foot-wide sidewalk. The internal private road would be 28–32 feet wide with 5-foot-wide sidewalks. Circulation and emergency access drives have been designed in consultation with Oceanside Fire Department staff to provide 28-foot minimum widths, with designated truck turnarounds and key staging areas throughout the project site.

3.2.3.2 Pedestrian Circulation and Access

Pedestrian access within the site would be provided by 5-foot-wide sidewalks along the internal private loop. Sidewalks would also be constructed along the project frontage. Immediately adjacent to the project site is Guajome Regional Park, which includes multiple different trails. Santa Fe Trail is located approximately 0.22 miles east of the site, off of Guajome Lake Road to the south.

3.2.3.3 Public Transit Access

The closest public transit service to the project site is the Melrose Drive station via the North County Transit District Sprinter, which is located approximately 1.75 miles south of the project site. Service available from this Sprinter station includes the BREEZE Route 318. Bus stops are located along North Santa Fe Avenue, south of Guajome Regional Park.

3.2.3.4 Parking

The project would provide two-car garages for each single-family home, which would include a full driveway for guest parking.

3.2.4 Public Utilities

The project proposes to install backbone utility infrastructure consisting of storm drain, public water main, and sewer force main and lift station to serve the new proposed residences. Various surface, grading, and utility improvements typical of this type of construction are also proposed.

Water Facilities

Potable water is currently provided by the City's Water Utilities Department. The project is situated in the central northern portion of the City in an area served by the Talone 320 Pressure Zone. The nearest existing 320 Pressure Zone public water lines in the vicinity of the project are a 10-inch and 12-inch water line in Guajome Lake Road southwest of the project and an 8-inch water line at the intersection of Melrose Drive and Spur Avenue to the northeast of the project. The public water system within the project site would be connected to the existing 12-inch public water line in Guajome Lake Road. Internal to the project, the water system would consist of 8-inch piping. Refer to Section 4.17, Utilities and Services Systems, for a detailed description of water service and connections.

Sewer Facilities

In the City, wastewater is collected and treated by the City's Water Utilities Department, Wastewater Division. The Wastewater Division provides wastewater collection, treatment, and disposal services of sewage for the City in accordance with applicable laws and standards. The existing public sewer system consists of 8-inch-diameter sewer lines in Old Ranch Road and Hitching Post Drive. The sewer in Hitching Post Drive continues northwest to a 15-inch trunk sewer in Highway 76. The closest existing public sewer to the project site is approximately 2,000 feet away. All on-site sewer facilities for the project are proposed to be private. Each home within the project site would have its own sewer lateral connection to the sewer main. The project would require a private sewer lift station to deliver flows to the existing 8-inch public sewer line in Old Ranch Road. Refer to Section 4.17, Utilities and Services Systems, for a detailed description of sewer service and connections.

Site Drainage

The project would include stormwater treatment areas on site. The proposed private lots would primarily drain from the rear of each property away from the building and out to the front of each lot by a combination of sheet flow methods, swale grading, and private storm drain piping. All proposed hardscape within the developed area of the project would be captured and routed to the best management practices. From there, an outlet pipe would convey treated and detained runoff to the appropriate points of discharge from the property. Refer to Sections 4.9, Hydrology and Water Quality, and 4.17, Utilities and Services Systems, for a detailed description of stormwater and drainage.

Dry Utilities

The project would connect to existing dry utilities. Electricity and natural gas would be provided by San Diego Gas & Electric. The project would connect to existing electrical lines and natural gas pipelines within existing roadways adjacent to the project site.

3.2.5 Project Design Features

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

3.2.5.1 Sustainability

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

1. Photovoltaic solar system installation
2. Drought-tolerant landscaping and water-efficient irrigation system

3.2.5.2 Geotechnical Report Recommendations

The Preliminary Geotechnical Evaluation (Appendix G) includes project design recommendations pursuant to the California Building Code and the City of Oceanside Grading Ordinance. The project would be required to comply with the recommendations of the Preliminary Geotechnical Evaluation as a condition of approval. These recommendations are specified in Appendix G, Section 5. In summary, the recommendations pertain to earthwork, foundations and slab design, lateral earth pressures and retaining wall design, geochemical considerations, concrete flatwork, preliminary pavement design, infiltration best management practices, control of groundwater and surface waters, construction observation, and plan review. Please refer to Chapter 4.6 of this EIR for a detailed analysis of geology and soils.

3.2.6 Construction Phasing and Conceptual Grading

It is anticipated that development of the project would occur over approximately 18 months. The anticipated sequence of construction is as follows, with some phases overlapping:

- Site preparation (2 weeks)
- Rough grading (4–6 weeks)
- Building construction and architectural coating (40 weeks)
- Paving (4 weeks)

The entire 9.86-acre project footprint would be graded. Approximately 17,500 cubic yards of fill would be required, as the project would include approximately 84,500 cubic yards of cut. Construction is proposed to occur Monday through Saturday, between 7:00 a.m. and 7:00 p.m., to comply with Section 6.25 of the City's Code of Ordinances (City of Oceanside 2019).

3.3 Discretionary Actions and Other Approvals

Consistent with the City's General Plan and Zoning Ordinance, the project requires certain entitlements be submitted, reviewed, and approved by the City. The requested entitlements include a development plan, tentative map, and request for density bonus. Because the project proposes four designated deed-restricted affordable

housing units, the Density Bonus Law requires the City to grant an incentive/concession and unlimited waivers. In order to accommodate the increased density allowed under the Density Bonus Law, the project cannot physically comply with all of the development standards found within the City's Zoning Ordinance. Based on the proposed design and the densities permitted by state law, the project seeks a waiver of the following development standards:

- Reduction of lot sizes
- Reduction of lot width
- Increase of lot depth to width ratio
- Reduction of building setbacks
- Increase of lot coverage percentage
- Increase of retaining wall heights
- Equestrian development standards waived

Implementation of these development standards would physically preclude the construction of the project at the densities permitted by state law.

A summary of the development standards and required waivers are outlined in Table 3.3-1, to demonstrate compliance with mixed-use development, or where density bonus waivers are requested. Development standards for mixed-use development are also described in detail in Chapter 4.10, Land Use, of this EIR.

Table 3.3-1. Project Development Standards and Required Waivers

| Development Standard | Regulation Per Single-Family Standards | Proposed Project | Notes |
|--------------------------|--|--|--|
| Lot Size (square feet) | 6,000 square feet (minimum) | 2,464–5,390 square feet | Waiver to accommodate affordable units and development at density proposed |
| Lot Width | 65 feet (minimum) | 32–54 feet | Waiver to accommodate affordable units and development at density proposed |
| Setback – Front | 20 feet (minimum) | 6–20 feet | Waiver to accommodate affordable units and development at density proposed |
| Setback – Side | 7.5 feet (minimum) | 3–7.5 feet | |
| Setback – Corner Side | 10 feet (minimum) | 6–10 feet | |
| Setback – Rear | 15 feet (minimum) | 5–15 feet | |
| Density | 3.6–5.9 dwelling units/gross acre (44 units max) | 83 units with density bonus (6.67 dwelling units/acre) | Waiver to accommodate development at density proposed |
| Lot Coverage | 45% (maximum) | Coverage ranges from 20%–54% | Waiver to accommodate affordable units and development at density proposed |
| Lot Depth to Width Ratio | 2.5:1 | Various lots will exceed standard up to a ratio of 3.7:1 | Waiver to accommodate affordable units and |

Table 3.3-1. Project Development Standards and Required Waivers

| Development Standard | Regulation Per Single-Family Standards | Proposed Project | Notes |
|-----------------------------|--|--|---|
| | | | development at density proposed |
| Building Height | 36 feet (maximum) | Approximately 25 feet | Complies with Code |
| Parking | One 2-car garage per single-family home | One two-car garage per single-family home; 32-foot-wide street sections allow for guest parking. | Complies with Code |
| Landscaping | Minimum 50% of yard-adjointing street shall be planting or landscaping (including ornamental gravel). The remainder may be used for driveways or walks. | Landscaped front yard areas would be provided for each lot. | Complies with Code |
| Useable Open Space | Total useable space shall be at least 300 square feet per dwelling unit. | Over 300 square feet/unit; variable per lot, but every lot proposes more than 300 square feet. | Complies with Code |
| Fences and Walls | Maximum height of a fence or wall, including retaining walls, shall be 6 feet. Retaining walls over 4 feet in height shall be planted and irrigated. | Proposed retaining walls are not plantable/ irrigated, with wall sections exceeding 6 feet in height: <ul style="list-style-type: none"> ▪ Exterior Facing – up to 9 feet ▪ Interior Facing – up to 12.1 feet ▪ Interior SW Basin – up to 10 feet | Waivers to accommodate affordable units and development at density proposed |
| Urban Forestry | Tree canopy minimum on sites 1 acre or more – 12% of site minimum. Permeable surface area minimum on sits 1 acre or more – 22% of site minimum. | Tree canopy would be approximately 15.7%, or approximately 61,238 square feet. Permeable surface area would be approximately 22.5%, or approximately 87,372 square feet. | Complies with Code Complies with Code |
| Renewable Energy Facilities | Residential projects with 25 or more units shall install and maintain renewable energy facilities that supply at least 50% of forecasted electricity demand. | Each home would be provided with a photovoltaic solar system to meet 50% of forecasted electricity demand. | Complies with Code |

Table 3.3-1. Project Development Standards and Required Waivers

| Development Standard | Regulation Per Single-Family Standards | Proposed Project | Notes |
|-----------------------------|--|--|--|
| Equestrian Overlay District | Article presents specific criteria and development regulations for the Equestrian Overlay District | Project lots are not designed to meet equestrian development regulations, consistent with other residential subdivisions on Guajome Lake Road. | Waiver to accommodate affordable units and development at density proposed |

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



SOURCE: SANGIS 2020, Open Street Maps 2019

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SOURCE: SANGIS 2020, Open Streets Map 2019

FIGURE 3-2
Existing Project Site
Guajome Lake Homes Project

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GUAJOME LAKE ROAD

SITE PLAN ENLARGEMENTS - PARK/OPEN SPACE

The proposed layout takes inspiration from the geometry of the Rancho Guajome Adobe. It emphasizes long visual connections and a somewhat formal arrangement with the park divided into three distinct areas. The fitness loop stitches the different areas together providing a series of experiences along the way.

LEGEND

- 1

SHADE STRUCTURE
- 2

OUTDOOR KITCHEN (DG)
- 3

HORSE SHOE (DG)
- 4

EVENT LAWN (NATURAL TURF)
- 5

TOT LOT (2-5) (RUBBER/WOOD CHIPS)
- 6

TOT LOT (5-12) (RUBBER/WOOD CHIPS)
- 7

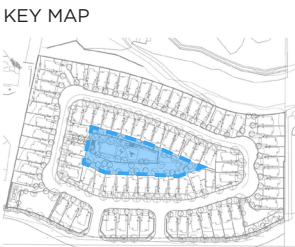
PICNIC AREA (DG)
- 8

PLAY LAWN (NATURAL TURF)
- 9

FITNESS LOOP (CONCRETE)
- 10

CABLE RAIL FENCE

- NOTES:
1. Refer to the Civil Engineer's Preliminary Grading and Development Plan for retaining wall heights, grades and drainage information.
2. All pedestrian paving (both decorative and standard) shall comply with the most current edition of the American Disability Act.
3. Resilient surface color is not represented by photo. Color to be determined during final design.



NOT TO SCALE



SOURCE: Rockwell Land 2023

FIGURE 3-4
Conceptual Open Space Plan
Guajome Lake Homes Project

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GUAJOME LAKE ROAD CONCEPTUAL PLANTING PLAN

Site planting was designed with a conscious effort to provide an enhanced perimeter landscaping that will be compatible with the visual character of Guajome Regional Park. The park included a variety of tree species that create a comfortable core providing flexible spaces for gathering, culinary experiences, play and recreation. The walking loop with large canopy trees runs around the park residences and promotes walking and an active lifestyle for the residents. The hierarchy of trees defines the primary circulation. It accentuates entry monumentation providing a strong arrival experience for the residents and visitors.

LEGEND

- PARKWAY TREES**
CHILOPSIS LINEARIS - DESERT WILLOW
PLATANUS RACEMOSA - CALIFORNIA SYCAMORE
QUERCUS AGRIFOLIA - COAST LIVE OAK
- FRONT YARD TREES**
ARBUTUS UNEDO - STRAWBERRY TREE
CERCIDIU FLORIDUM - BLUE PALO VERDE
SOPHORA SECUNDIFLORA - MEZCAL BEAN
- PARK TREES**
CASSIA JAVANICA - JAVA CASSIA
GEIJERA PARVIFLORA - AUSTRALIAN WILLOW
PINUS ELDARICA - MONDELL PINE
PLATANUS RACEMOSA - CALIFORNIA SYCAMORE
QUERCUS ILEX - HOLLY OAK
- BASIN TREES**
CERCIS OCCIDENTALIS - WESTERN REDBUD
HETEROMELESS ARBUTIFOLIA - TOYON
LIQUIDAMBAR STYRACIFLUA - AMERICAN SWEET GUM
PLATANUS RACEMOSA - CALIFORNIA SYCAMORE
- GUAJOME LAKE ROAD TREES**
CHILOPSIS LINEARIS - DESERT WILLOW
CHITALPA TASHKENTENSIS - CHITALPA
LAURUS NOBILIS - SWEET BAY
PITTOSPORUM PHILLYEODES - WILLOW PITTOSPORUM
TABEBUIA IMPETIGINOSA - PINK TRUMPET TREE
- FRONTYARD PLANTING
- PARK/OPEN SPACE PLANTING
- BASIN PLANTING

- NOTES:
- Street trees shall comply with the city of oceanside street tree standard 211a.
 - MAINTENANCE: All required landscape areas INCLUDING both the private (On-site) as well as the public (ROW) shall be maintained by owner. The landscape areas shall be maintained per City of Oceanside requirements.
 - EXISTING TREE SURVEY: Existing "Tree Survey" was performed for the site and no trees were found to be impacted in the area being developed
 - TREE CANOPY AREA: Suggested trees for each area are for shade coverage calculations and utilize an average diameter for the proposed selections. Some species may be added during final design while maintaining the proposed canopy coverage at a minimum.
 - EXISTING SURFACE AREA: Tabulation includes front yards, park parcel, park slopes and basins
 - Pittosporum phillyeoides* and *Tabebuia impetiginosa* included within the Guajome Lake Road area are proposed for the tree well BMPs.
 - For all lines of sight limits: Trees that fall within the limits of vehicular sight line are required to have the tree canopy height of maintained at a minimum height of 6'-0" above the adjacent curb, typical.

TREE CANOPY AREA CALCULATION

| SITE AREA | REQUIRED TREE CANOPY AREA | TOTAL TREE CANOPY AREA PROVIDED ⁴ |
|------------|---------------------------|--|
| 388,220 SF | 12% (46,586 SF) | 15.7% (61,238 SF) |

PERMEABLE SURFACE AREA CALCULATION

| SITE AREA | REQUIRED PERMEABLE SURFACE AREA | TOTAL PERMEABLE SURFACE AREA PROVIDED ⁵ |
|------------|---------------------------------|--|
| 388,220 SF | 22% (85,408 SF) | 22.5% (87,372 SF) |



SOURCE: Rockwell Land 2023

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4 Environmental Analysis

4.1 Aesthetics

This section describes the existing visual conditions, identifies associated regulatory requirements, and evaluates potential impacts related to aesthetics related to implementation of the Guajome Lake Homes Project (project).

4.1.1 Existing Conditions

Regional Setting

The project site is located in northern San Diego County, within the City of Oceanside (City). The City is located in the coastal zone of northern San Diego County. The City encompasses approximately 42 square miles and is bounded by the Pacific Ocean to the west, Camp Pendleton to the north, the City of Vista and San Diego County to the east, and the City of Carlsbad to the south. The City has nearly 4 miles of shoreline, including a public marina, a 2,000-foot-long pier, and public beaches (City of Oceanside 2024; Visit Oceanside 2023). Most of the City is developed, with eastern Oceanside characterized by single-family houses on curving streets and cul-de-sacs, intermixed with canyon and hillside open spaces. Park, commercial, and institutional (schools and churches) uses occur within and around the residential uses.

Project Setting

The project site is located in the Guajome neighborhood within the east-central portion of the City. The 16.78-acre project site is a vacant, undeveloped parcel, located along Guajome Lake Road southeast of Albright Street (see Figure 3-2, Existing Project Site). The site is bound by Guajome Lake Road to the southwest and residential development on to the north, east, and west. The project site is located approximately 0.5 miles south of State Route (SR-) 76 and approximately 3.4 miles north of SR 78. Immediately adjacent to the project site is Guajome Regional Park, which includes multiple different trails. Santa Fe Trail is located approximately 0.22 miles east of the site off of Guajome Lake Road to the south.

Topographically, the project site slopes downward toward the north-northeast. The proposed project site supports primarily non-native vegetation in the southern half of the site where development will occur and a mixture of additional vegetation communities and land covers within the northern half of the site. Elevations range from approximately 141 feet above mean sea level to approximately 186 feet above mean sea level.

The project site is primarily undeveloped, with the exception of a structure located in the northwestern portion of the property, and an associated unpaved driveway from Guajome Lake Road in the south. This structure on the property was occupied by a tenant within the last 5 years; however, it is currently vacant and is not habitable. The southern portion of the site has been previously disturbed and mowed to control vegetation growth, while the northern portion features intact native habitat, including riparian habitat around a drainage. The area surrounding the project site is largely developed. Surrounding land uses in the vicinity of the project site primarily include residential development, schools, agricultural uses, and parks.

Because the project site is primarily vacant and undeveloped with the exception of the one existing home on site, it does not contain any substantial sources of artificial lighting under the existing conditions. Lighting in the immediate area consists of lighting from surrounding residences.

Scenic Vistas

A scenic vista is typically defined as a panoramic view or vista from an identified view/vista point, public road, public trail, public recreational area, or scenic highway. Potential scenic views from private properties are not under consideration in this analysis because it is not required by the City. The City of Oceanside General Plan Environmental Resource Management Element (City of Oceanside 1975) identifies natural scenic open space as a valuable scenic resource that contributes to the visual landscape and should be preserved. Such resources include the Pacific Ocean, Buena Vista Lagoon, the San Luis Rey River, and Guajome Regional Park. Relative to the project site, the Pacific Ocean is approximately 8 miles west; the Buena Vista Lagoon is approximately 7 miles southwest; the San Luis Rey River is approximately 1 mile north; Guajome Lake is approximately 0.5 miles west, and Guajome Regional Park is immediately adjacent to the project site to the south.

Scenic Routes

According to the California Department of Transportation Scenic Highway Mapping System, the project site is not located adjacent to, or in the vicinity of, a designated state scenic highway (Caltrans 2022). The nearest officially designated state scenic highway is SR-52, as it travels adjacent to Mission Trails Regional Park (approximately Santo Road in San Diego to Mast Boulevard in Santee); SR-52 is located approximately 29 miles to the south of the project site. Interstate 5 is located approximately 7 miles to the west of the project site, and SR-76 is located approximately 0.5 miles to the north of the project site; these are the nearest eligible state scenic highways to the project site (Caltrans 2022). However, due to distance and intervening terrain, the project site is not visible from Interstate 5, State Highway 76, or any other state scenic highway in San Diego County.

Light and Glare

The project site does not currently support any existing sources of light or glare because it is primarily undeveloped. Existing sources of light and glare in the project area are generated from the surrounding residential uses to the north and west, and lights from motorists on Guajome Lake Road.

4.1.2 Regulatory Setting

State

California Scenic Highway Program

California's Scenic Highway Program was created by the legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. A highway may be designated "scenic" depending on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes on the traveler's enjoyment of the view. When a city or county nominates an eligible scenic highway for official designation, it must identify and define the scenic corridor of the highway. The agency must also adopt ordinances to preserve the scenic quality of the corridor or document such regulations that already exist in various portions of local codes. These ordinances make up the Scenic Corridor Protection Program (Caltrans 2022). The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq. The California Scenic Highway System

includes a list of highways that are officially designated as scenic highways or eligible for designation as scenic highways (Caltrans 2024).

Local

City of Oceanside General Plan

The City of Oceanside General Plan Land Use Element and Environmental Resources Management Element include goals and policies related to aesthetics and visual resources. The City's General Plan Environmental Resources Management Element addresses visual resources by assessing the suitability of land for home site development based on natural criteria, including slope, drainage, erosion hazard, shrink-swell behavior, and rockiness. In addition, the Environmental Resources Management Element identifies existing open space and scenic areas. An inventory of present open space and scenic areas is outlined in Figure ERM-8 and Table ERM-2 of this element. These include areas such as parks, schools with their adjacent playgrounds and athletic fields, golf courses, cemeteries, churches with extensive grounds, and visual elements such as the Pacific Ocean and Camp Pendleton. For the most part, these areas are in the developed portions of the City. Two notable exceptions are the municipal golf course and Guajome Regional Park (City of Oceanside 1975). The project site is not identified on General Plan Table ERM-2 as a visual open space. Visual open space resources identified in the Environmental Resources Management Element are outlined below:

- | | |
|--------------------------|---|
| ▪ Pacific Ocean | ▪ Cemetery |
| ▪ Camp Pendleton | ▪ Utility easement |
| ▪ San Luis Rey River | ▪ Buena Vista Lagoon |
| ▪ Mission San Luis Rey | ▪ Hosp Grove |
| ▪ Rosicrucian Fellowship | ▪ St. Charles Priory (Prince/Peace Abbey) |

Additionally, the City's General Plan Land Use Element includes policies related to land use compatibility, neighborhood character, site design, and natural resource management (City of Oceanside 1989). The Land Use Element addresses the relationship between development, community enhancement, and natural resource management.

As shown in the General Plan Land Use Element on General Plan Figure LU-15, the project site is located within the Guajome Regional Park Sphere of Influence (Special Management Area Guajome Regional Park) (City of Oceanside 1990). Therefore, the project is subject to objectives and policies under the Guajome Regional Park Sphere of Influence. The following objectives and policies are identified under the Guajome Regional Park Sphere of Influence area:

Objective: To protect the valuable natural and cultural resources of Guajome Regional Park by insuring that future development in areas adjacent to or visible from Guajome Regional Park would be compatible with its recreation and scenic areas.

Policies:

- A. The City shall recognize the sphere of influence boundary line established by the Cities of Oceanside and Vista, the Board of Supervisors of San Diego County and the Guajome Regional Park Area Planning and Coordinating Committee
- B. The City shall solicit the Guajome Regional Park Area Planning and Coordinating Committee for comments and recommendations on proposed projects within the Guajome Regional Park Sphere of Influence during the development review process.

- C. Proposed projects within the Guajome Regional Park Sphere of Influence shall be subject to the following objectives and policies:

Objective: To ensure that structures shall be visually compatible with the open space nature of Guajome Regional Park.

Policies:

- D. Building exteriors shall have textured surfaces and extensive use of natural building materials for accents and treatments.
- E. The colors of exterior surfaces of structures shall be tones compatible with the surrounding landscape and not bright, glossy, or otherwise visually out of character with the natural setting.
- F. Structures shall not be permitted on slopes abutting Guajome Regional Park.
- G. Deep landscaped setbacks shall be maintained on yards abutting Guajome Regional Park and those abutting rights of way which border the park.
- H. Structures shall be oriented to preserve views from Guajome Regional Park, the development, and surrounding properties.

Objective: To ensure that property altered by development remains compatible with the environment of Guajome Regional Park.

Policies:

- I. Cut slopes visible from Guajome Regional Park shall be revegetated with a mixture of drought-tolerant and native plant species.
- J. Properties abutting Guajome Regional Park shall provide a transition area between landscaped areas and natural vegetation.
- K. Vegetation clearance shall only be conducted immediately prior to grading and replanting shall commence immediately afterward.
- L. Developments shall integrate features such as landscaping, open areas, and pathways with those of Guajome Regional Park while also establishing a clear demarcation between public and private property.

City of Oceanside Municipal Code Zoning Ordinance

Chapter 39, Light Pollution Regulations

Chapter 39 of the City of Oceanside Municipal Code restricts the use of certain light fixtures that emit undesirable light rays into the night sky. This section of the City Municipal Code regulates the usage of lighting intended for general illumination (Class II lighting) and the usage of decorative lighting, including building façade and landscape lighting (Class III lighting). For general illumination of parking lots, roadways, and security, low-pressure sodium lights are permitted, as are other lights of 4050 lumens or less (similar lamp types are permitted for Class III lighting). For all use types, permitted lighting shall be fully shielded where feasible and partially shielded in all other cases, and shall be focused to minimize light that would affect the night sky. Lastly, as stated in Section 39.8(c), all Class II lighting may remain illuminated all night, and pursuant to Section 39.8(d), all Class III lighting shall be off between 11:00 p.m. and sunrise.

Scenic Park Overlay Zoning District

Article 22 of the City's Zoning Ordinance covers the Scenic Park Overlay District. The purpose of the Scenic Park Overlay District is to:

- A. Conserve and protect valuable natural resources of recreational and scenic areas in and adjacent to Guajome regional Park and other public parks.
- B. Encourage the retention of natural slopes and waterways and minimize grading and alteration of drainage patterns.
- C. Achieve a visually pleasing and compatible relationship between buildings and structures, park areas, walkways and planting areas, and the natural environment.
- D. 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.

Article 22 also establishes development regulations, including general regulations, grading limitations, view preservation, building height, building materials/finishes, parking/loading, utilities, and signs. Development plans for projects within the Scenic Park Overlay District shall be reviewed for compliance with the review criteria and requirements of Article 22 and with all other applicable requirements of the City Municipal Code. The project site is within the Scenic Park Overlay District.

4.1.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to aesthetics are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to CEQA Guidelines Appendix G, to determine if a project would have a significant impact related to aesthetics, would the project:

- a. Have a substantial adverse effect on a scenic vista?
- b. Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
- d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

4.1.4 Impacts Analysis

a) Would the project have a substantial adverse effect on a scenic vista?

As described in Section 4.1.2 above, the City of Oceanside General Plan does not include any specific elements related to aesthetics and visual resources. However, the City's General Plan Environmental Resources Management Element addresses visual resources by assessing the suitability of land for home site development based on natural criteria, including slope, drainage, erosion hazard, shrink-swell behavior, and rockiness. In addition, the Environmental Resources Management Element identifies existing open space and scenic areas. An inventory of present open space and scenic areas is outlined in Figure ERM-8

and Table ERM-2 of this element. These include areas such as parks, schools with their adjacent playgrounds and athletic fields, golf courses, cemeteries, churches with extensive grounds, and visual elements such as the Pacific Ocean and Camp Pendleton. For the most part, these areas are in the developed portions of the City (City of Oceanside 1975). The project site is not identified on General Plan Table ERM-2 as a visual open space. Visual open space resources identified in the Environmental Resources Management Element include the Pacific Ocean, Camp Pendleton, San Luis Rey River, Mission San Luis Rey, Rosicrucian Fellowship, cemetery, utility easement, Buena Vista Lagoon, Hosp Grove, St. Charles Priory (Prince/Peace Abbey).

The City of Oceanside General Plan Environmental Resource Management Element (City of Oceanside 1975) identifies natural scenic open space as a valuable scenic resource that contributes to the visual landscape and should be preserved. In addition to the resources identified above, the Environmental Resource Management Element and Land Use Element identify Guajome Regional Park as a scenic resource. Relative to the project site, the Pacific Ocean is approximately 8 miles west; the Buena Vista Lagoon is approximately 7 miles southwest; the San Luis Rey River is approximately 1 mile north; Guajome Lake is approximately 0.5 miles west; and Guajome Regional Park is immediately adjacent to the project site to the south.

Direct views of the project site are limited to adjacent residences to the east, north, and west and to users of Guajome Regional Park trails adjacent to the project site's southern boundary across Guajome Lake Road. In proposed conditions, the project would be visible from adjacent parcels and may be visible from some distant public viewpoints due to the proposed height of the buildings. However, due to the project's location surrounded by residential developments, the lack of scenic viewpoints or scenic vistas in the immediate area, and the developed nature of the vicinity, development of the project site is expected to blend with the surrounding uses.

As described in Chapter 3, Project Description, of this environmental impact report (EIR), the project residences would be built in a variety of contemporary architectural designs in one of three styles, referred to as "ranch," "farmhouse," and "progressive prairie." The architectural styles would be reinforced through massing and materials. A variety of roof forms would be included to shape the massing, ranging from all gable, a combination of hip and gable, and all hip. Style-specific window grids and window and door trim, along with front door and garage door styles, would help reinforce the architectural character. The homes would be predominantly stucco, with either shingle, board and batten, or lap siding accents. Primary proposed building material finishes would include white, grey, or beige stucco exterior walls. Enhanced elevations would be included based on the elevation exposure to public edges. These plans each have 3 elevation styles, with each style having 3 distinct color schemes, resulting in 27 possible combinations.

All outdoor lighting would meet requirement of Chapter 39 of the City Municipal Code (light pollution regulations) and would be shielded appropriately. Street lighting featured throughout the site would be appropriately shielded to reduce lighting impacts to the surrounding open space areas and improve dark-sky regulation compliance.

Development plans for projects within the Scenic Park Overlay District shall be reviewed for compliance with the review criteria and requirements of Article 22 and with all other applicable requirements of the City Municipal Code. The project site is within the Scenic Park District Overlay District and the Guajome Regional Park Sphere of Influence and would be subject to objectives and policies under the Guajome Regional Park Sphere of Influence as outlined under Section 4.1.2.

Therefore, implementation of the proposed project would not result in substantial adverse effects on a scenic vista, and impacts would be **less than significant**.

b) Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

As described in Section 4.1.1 above, the project site is not adjacent to, or in the vicinity of, a designated state scenic highway (Caltrans 2022). Therefore, the project would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, and **no impacts** would occur.

c) In nonurbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

California Public Resources Code (PRC) Section 21099 (d)(1) states that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” According to Section 21099(a)(4), an “infill site” is defined as “a lot located within an urban area that has been previously developed, or on a vacant site where at least 75% of the perimeter of the site adjoins or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses.” The project site is located on a primarily vacant lot, and more than 75% of the project boundary is adjacent to “qualified urban uses” (i.e., residential) per PRC Section 21072, such that the site is an “infill site.”

PRC Section 21071 defines an “urbanized area” as “(a) an incorporated city that meets either of the following criteria: (1) has a population of at least 100,000 persons, or (2) has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.” As of 2020, the City had an estimated population of 174,068 (U.S. Census Bureau 2022), which is well over the 100,000-person threshold. Thus, the City would be considered an urbanized area per CEQA.

A “transit priority area” is defined by PRC Section 21099(7) as “an area within one-half mile of a major transit stop that is existing or planned.” The project site is located approximately 1.6 miles from the North County Transit District Santa Fe Ave & Darwin Drive Sprinter Station locations, and therefore falls just outside of a transit priority area.

Therefore, although the proposed project is a residential project on an infill site in an urbanized area, it is located just outside of a transit priority area/Smart Growth Opportunity Area, and aesthetic impacts are analyzed below.

As described in Chapter 3 of this EIR, the project site has a General Plan designation of Single-Family Detached Residential (SFD-R) with a zoning designation of Single-Family Residential – Scenic Park Overlay and Equestrian Overlay (RS-SP-EQ).

However, to be consistent with the City’s General Plan and Zoning Ordinance, the project requires certain entitlements be submitted, reviewed, and approved by the City. The required entitlements include a

tentative map, development plan, and a request for density bonus. In order to accommodate the increased density allowed under the state Density Bonus Law and maintain the single-family detached lot design and character of the underlying zone, the project cannot physically comply with all of the development standards that apply to typical projects. Based on the proposed design to accommodate density bonus units, the project seeks a waiver of development standards for a housing development pursuant to the Density Bonus Law, including reduction of lot sizes, equestrian development standards removed, reduction of redistribution of setbacks, reduction of open space/landscape minimums, increased floor area ratio per lot, and increased retaining wall heights.

As described above, the project residences would be built in a variety of contemporary architectural designs in one of three styles, referred to as “ranch,” “farmhouse,” and “progressive prairie.” The architectural styles would be reinforced through massing and materials. A variety of roof forms would be included to shape the massing, ranging from all gable, a combination of hip and gable, and all hip. Style-specific window grids and window and door trim, along with front door and garage door styles, would help reinforce the architectural character. The homes would be predominantly stucco, with either shingle, board and batten, or lap siding accents. Primary proposed building material finishes would include white, grey, or beige stucco exterior walls. Enhanced elevations would be included based on the elevation exposure to public edges. The proposed home plans each have 3 elevation styles, with each style having 3 distinct color schemes, resulting in 27 possible combinations. All outdoor lighting would meet Chapter 39 of the City Municipal Code (light pollution regulations) and would be shielded appropriately. Street lighting featured throughout the site would be appropriately shielded to reduce lighting impacts to the surrounding open space areas and improve dark-sky regulation compliance. Additionally, the proposed development would be set back from Guajome Lake Road and adjacent residences to provide privacy and visual relief. Furthermore, proposed landscaping is designed to provide a distinct visual character, enhance the project, and enable the project to blend with the surrounding environment. Retaining walls would be located along the project frontage, entries, and best management practice areas to support the required grading and storm drainage for the project site. A variety of vegetation would be featured along the boundaries of the project site. Drought-tolerant plants would be utilized as aesthetic and functional requirements for the site. Landscaping would also be featured adjacent to public rights-of-way. Final site plans and landscape plans would be subject to review and approval by the City.

As previously described, development plans for projects within the Scenic Park Overlay District shall be reviewed for compliance with the review criteria and requirements of Article 22 and with all other applicable requirements of the City Municipal Code. The project site is within the Scenic Park Overlay District and the Guajome Regional Park Sphere of Influence and would be subject to objectives and policies under the Guajome Regional Park Sphere of Influence as outlined under Section 4.1.2.

The City would use this EIR and associated documentation in its decision to approve or deny the required discretionary permits. With City approval of the required discretionary permits, the project would not result in any General Plan or Zoning Ordinance conflicts that would lead to significant scenic quality impacts. For these reasons, as analyzed above, impacts are determined to be **less than significant**.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The proposed project is in a built-up area where night lighting is a common feature. Existing light sources in the area include residential exterior and interior lighting from adjacent neighborhoods to the north, east,

and west. The project has the potential to create new light sources in the project area due to the introduction of new housing on a primarily vacant site. Lighting for the project would be provided throughout the project site, affixed to residences, as internal street lighting, and in open space areas. Lighting features would consist of energy-efficient lighting that would be fully shielded and directed downward to minimize light trespass onto surrounding properties.

All outdoor lighting would meet requirements outlined in Chapter 39 of the City Municipal Code (light pollution regulations) and would be shielded appropriately. Exterior lighting would be turned off during daylight hours. Through compliance with the City Municipal Code, proposed outdoor lighting would not substantially affect day or nighttime views.

The proposed project would provide photovoltaic solar panels on top of each residence. Exact solar panel features for the project are to be determined prior to building permit issuance. Although the proposed solar panels have the potential for glare during sunlight hours, solar panels are generally designed to absorb light, not reflect it, and typically generate glare only at acute angles. The design and location of the solar panels would minimize the potential for glare to nearby neighbors and would not result in glare that would be experienced from any roads.

The proposed project would not create any new sources of substantial light or glare that differ from existing surrounding light sources that would affect day or nighttime views. Additionally, compliance with the City Municipal Code and implementation of Project Design Features, which will be required as a condition of project approval, would ensure impacts related to light and glare would be **less than significant**.

4.1.5 Mitigation Measures

Impacts related to aesthetics as a result of project implementation are determined to be **less than significant**, and therefore no mitigation measures are required.

4.1.6 Level of Significance After Mitigation

No significant impacts related to aesthetics were identified; therefore, no mitigation measures are required. Impacts related to aesthetics would be **less than significant**.

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4.2 Air Quality

This section describes the existing air quality conditions, identifies associated regulatory requirements, evaluates potential impacts, and establishes mitigation measures related to implementation of the Guajome Lake Homes Project (proposed project or project). The following analysis is based on the Air Quality and Greenhouse Gas Emissions Technical Report prepared by Dudek in December 2022, which is included as Appendix B to this environmental impact report.

4.2.1 Existing Conditions

Environmental Setting

The project site is located within the San Diego Air Basin (SDAB) and is subject to San Diego County Air Pollution Control District (SDAPCD) guidelines and regulations. The SDAB is 1 of 15 air basins that geographically divide California. The SDAB lies in the southwest corner of California. The SDAB comprises the entire San Diego region and covers approximately 4,260 square miles (Appendix B).

Climate and Topography

The primary factors that determine air quality are the locations of air pollutant sources and the amount of pollutants emitted. Meteorological and topographical conditions, however, are also important. Factors such as wind speed and direction, air temperature gradients and sunlight, and precipitation and humidity interact with physical landscape features to determine the movement and dispersal of air pollutants. Meteorological and topographical factors that affect air quality in the SDAB are described below.

Climate within the SDAB area often varies dramatically over short geographical distances, with cooler temperatures on the western coast gradually warming to the east as prevailing winds from the west heat up. Most of Southern California is dominated by high-pressure systems for much of the year, which keeps San Diego County (County) mostly sunny and warm. Typically, during the winter months, the high-pressure system drops to the south and brings cooler, moister weather from the north. It is common for inversion layers to develop within high-pressure areas, which mostly define pressure patterns over the SDAB. These inversions are caused when a thin layer of atmosphere increases in temperature with height. An inversion acts like a lid preventing vertical mixing of air through convective overturning.

The topography in the San Diego region varies greatly, from beaches on the west to mountains and desert on the east; along with local weather, it influences the dispersal and movement of pollutants in the SDAB. The mountains to the east prevent dispersal of pollutants in that direction and help trap them in inversion layers.

The interaction of ocean, land, and the Pacific High-Pressure Zone maintains clear skies for much of the year and influences the direction of prevailing winds (westerly to northwesterly). Local terrain is often the dominant factor inland, and winds in inland mountainous areas tend to blow through the valleys during the day and down the hills and valleys at night.

Site-Specific Meteorological Conditions

The average temperature ranges from mid-40°F to high 90°F. Most of the region's precipitation falls from November to April, with infrequent (approximately 10%) precipitation during the summer. The average seasonal

precipitation along the coast is approximately 10 inches; the amount increases with elevation as moist air is lifted over the mountains (Appendix B).

Air Pollution Climatology

The SDAB is currently classified as a federal nonattainment area for 8-hour ozone (O_3) and a state nonattainment area for coarse particulate matter (particulate matter less than or equal to 10 microns in diameter; PM_{10}), fine particulate matter (particulate matter less than or equal to 2.5 microns in diameter; $PM_{2.5}$), and O_3 .

The SDAB lies in the southwest corner of California and comprises the entire San Diego region, covers 4,260 square miles, and is an area of high air pollution potential. The SDAB experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

The SDAB experiences frequent temperature inversions. Subsidence inversions occur during the warmer months as descending air associated with the Pacific High-Pressure Zone meets cool marine air. The boundary between the two layers of air creates a temperature inversion that traps pollutants. Another type of inversion, a radiation inversion, develops on winter nights when air near the ground cools by heat radiation and air aloft remains warm. The shallow inversion layer formed between these two air masses also can trap pollutants. As the pollutants become more concentrated in the atmosphere, photochemical reactions occur that produce O_3 , commonly known as smog.

Light daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland, toward the mountains. During the fall and winter, air quality problems are created due to carbon monoxide (CO) and oxides of nitrogen (NO_x) emissions. CO concentrations are generally higher in the morning and late evening. In the morning, CO levels are elevated due to cold temperatures and the large number of motor vehicles traveling. Higher CO levels during the late evenings are a result of stagnant atmospheric conditions trapping CO in the area. Because CO is produced almost entirely from automobiles, the highest CO concentrations in the SDAB are associated with heavy traffic. Nitrogen dioxide (NO_2) levels are also generally higher during fall and winter days.

Under certain conditions, atmospheric oscillation results in the offshore transport of air from the Los Angeles region to the County. This often produces high O_3 concentrations, as measured at air pollutant monitoring stations within the County. The transport of air pollutants from Los Angeles to the County has also occurred within the stable layer of the elevated subsidence inversion, where high levels of O_3 are transported.

Sensitive Receptors

People who are considered sensitive receptors may experience reduced visibility, eye irritation, and adverse health impacts, which are the most serious hazards of existing air quality conditions in the area. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution, as identified by the California Air Resources Board (CARB), include children, the elderly, and people with cardiovascular and chronic respiratory diseases. Sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, retirement homes, health clinics, and hospitals within 2 kilometers of the facility. The closest sensitive receptors to the project site are single-family residences immediately adjacent to the southeast boundary of the site (Appendix B).

Pollutants and Effects

“Criteria air pollutants” are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The federal and state standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include O₃, NO₂, CO, sulfur dioxide (SO₂), PM₁₀, PM_{2.5}, and lead. These pollutants, as well as toxic air contaminants (TACs), are discussed in this section. In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants.

Ozone. O₃ is a highly oxidative unstable gas capable of damaging the linings of the respiratory tract. This pollutant forms in the atmosphere through reactions between chemicals directly emitted from vehicles, industrial plants, and many other sources. Exposure to O₃ above ambient air quality standards can lead to human health effects such as lung inflammation, tissue damage, and impaired lung functioning. Ozone can also damage materials such as rubber, fabrics, and plastics.

Nitrogen Dioxide. NO₂ is a reactive, oxidizing gas capable of damaging cells lining the respiratory tract and is one of the nitrogen oxides emitted from high-temperature combustion, such as those occurring in trucks, cars, power plants, home heaters, and gas stoves. In the presence of other air contaminants, NO₂ is usually visible as a reddish-brown air layer over urban areas. NO₂ along with other traffic-related pollutants is associated with respiratory symptoms, respiratory illness, and respiratory impairment. Studies in animals have reported biochemical, structural, and cellular changes in the lung when exposed to NO₂ above the level of the current state air quality standard. Clinical studies of human subjects suggest that NO₂ exposure to levels near the current standard may worsen the effect of allergens in allergic asthmatics, especially in children.

Carbon Monoxide. CO is a colorless, odorless, and tasteless gas and is produced from the partial combustion of carbon-containing compounds, notably in internal-combustion engines. Carbon monoxide usually forms when there is a reduced availability of oxygen present during the combustion process. Exposure to CO near the levels of the ambient air quality standards can lead to fatigue, headaches, confusion, and dizziness. CO interferes with the blood’s ability to carry oxygen.

Sulfur Dioxide. SO₂ is a gaseous compound of sulfur and oxygen and is formed when sulfur-containing fuel is burned by mobile sources, such as locomotives, ships, and off-road diesel equipment. SO₂ is also emitted from several industrial processes, such as petroleum refining and metal processing. Effects from SO₂ exposures at levels near the 1-hour standard include bronchoconstriction accompanied by symptoms, which may include wheezing, shortness of breath, and chest tightness, especially during exercise or physical activity. Children, the elderly, and people with asthma, cardiovascular disease, or chronic lung disease (such as bronchitis or emphysema) are most susceptible to these symptoms. Continued exposure at elevated levels of SO₂ results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality.

Particulate Matter. Particulate matter is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary in shape, size, and chemical composition, and can be made up of multiple materials such as metal, soot, soil, and dust. PM₁₀ particles are 10 microns (µm) or less, and PM_{2.5} particles are 2.5 µm or less. These particles can contribute significantly to regional haze and reduction of visibility in California. Exposure to particulate matter levels exceeding current air quality standards increases the risk of allergies such as asthma and respiratory illness.

Lead. Lead is a potent neurotoxin that accumulates in soft tissues and bone over time. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Because lead is only slowly excreted, exposures to small amounts of lead from a variety of sources can accumulate to harmful levels. Effects from inhalation of lead near the level of the ambient air quality standard include impaired blood formation and nerve conduction. Lead can adversely affect the nervous, reproductive, digestive, immune, and blood-forming systems. Symptoms can include fatigue, anxiety, short-term memory loss, depression, weakness in the extremities, and learning disabilities in children.

Visibility Reducing Particles: Particles in the air that obstruct visibility.

Sulfates: Salts of sulfuric acid. Sulfates occur as microscopic particles (aerosols) resulting from fossil fuel and biomass combustion. They increase the acidity of the atmosphere and form acid rain.

Hydrogen Sulfide (H₂S): A colorless and flammable gas that has a characteristic odor of rotten eggs. Sources of hydrogen sulfide include geothermal power plants, petroleum refineries, sewers, and sewage treatment plants. Exposure to hydrogen sulfide can result in nuisance odors, as well as headaches and breathing difficulties at higher concentrations.

Vinyl Chloride: Also known as chloroethene and is a toxic, carcinogenic, colorless gas with a sweet odor. It is an industrial chemical mainly used to produce its polymer, polyvinyl chloride (PVC).

Toxic Air Contaminants. A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute and/or chronic non-cancer health effects. A toxic substance released into the air is considered a TAC. Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources such as automobiles; and area sources such as landfills. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and non-carcinogenic effects. Non-carcinogenic effects typically affect one or more target organ systems and may be experienced either on short-term (acute) or long-term (chronic) exposure to a given TAC.

4.2.2 Regulatory Setting

Federal

The federal air quality standards were developed per the requirements of the federal Clean Air Act, which is a federal law that was passed in 1970 and further amended in 1990. This law provides the basis for the national air pollution control effort. An important element of the act included the development of National Ambient Air Quality Standards (NAAQS) for major air pollutants.

The Clean Air Act established two types of air quality standards otherwise known as primary and secondary standards. Primary standards set limits for the intention of protecting public health, which includes sensitive populations such as people with asthma, children, and the elderly. Secondary standards set limits to protect public welfare to include the protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

The NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The NAAQS (other than for O₃, NO₂, SO₂, PM₁₀, PM_{2.5}, and those based on annual averages or arithmetic

mean) are not to be exceeded more than once per year. NAAQS for O₃, NO₂, SO₂, PM₁₀, and PM_{2.5} are based on statistical calculations over 1- to 3-year periods, depending on the pollutant. The Clean Air Act requires the U.S. Environmental Protection Agency (EPA) to reassess the NAAQS at least every 5 years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare a state implementation plan (SIP) that demonstrates how those areas will attain the standards within mandated time frames.

State

The federal Clean Air Act delegates the regulation of air pollution control and the enforcement of the NAAQS to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the federal Clean Air Act, and regulating emissions from motor vehicles and consumer products.

CARB has established California Ambient Air Quality Standards (CAAQS), which are generally more restrictive than the NAAQS. As stated previously, an ambient air quality standard defines the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without harm to the public's health. For each pollutant, concentrations must be below the relevant CAAQS before a basin can attain the corresponding CAAQS. Air quality is considered "in attainment" if pollutant levels are continuously below the CAAQS and violate the standards no more than once each year. The CAAQS for O₃, CO, SO₂ (1-hour and 24-hour), NO₂, PM₁₀, 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 air districts have based their thresholds of significance for California Environmental Quality Act (CEQA) purposes on the levels that scientific and factual data demonstrate that the air basin can accommodate without affecting the attainment date for the NAAQS or CAAQS. Because an ambient air quality standard is based on maximum pollutant levels in outdoor air that would not harm the public's health, and air district thresholds pertain to attainment of the ambient air quality standard, this means that the thresholds established by air districts are also protective of human health. The NAAQS and CAAQS are presented in Table 4.2-1.

Table 4.2-1. Ambient Air Quality Standards

| Pollutant | Averaging Time | California Standards ^a | National Standards ^b | |
|------------------------------|------------------------|------------------------------------|---|---------------------------------------|
| | | Concentration ^c | Primary ^{c,d} | Secondary ^{c,e} |
| O ₃ | 1 hour | 0.09 ppm (180 µg/m ³) | — | Same as Primary Standard ^f |
| | 8 hours | 0.070 ppm (137 µg/m ³) | 0.070 ppm (137 µg/m ³) ^f | |
| NO ₂ ^g | 1 hour | 0.18 ppm (339 µg/m ³) | 0.100 ppm (188 µg/m ³) | Same as Primary Standard |
| | Annual Arithmetic Mean | 0.030 ppm (57 µg/m ³) | 0.053 ppm (100 µg/m ³) | |
| CO | 1 hour | 20 ppm (23 mg/m ³) | 35 ppm (40 mg/m ³) | None |
| | 8 hours | 9.0 ppm (10 mg/m ³) | 9 ppm (10 mg/m ³) | |
| SO ₂ ^h | 1 hour | 0.25 ppm (655 µg/m ³) | 0.075 ppm (196 µg/m ³) | — |

Table 4.2-1. Ambient Air Quality Standards

| Pollutant | Averaging Time | California Standards ^a | National Standards ^b | |
|-------------------------------------|--|--|---|---------------------------------------|
| | | Concentration ^c | Primary ^{c,d} | Secondary ^{c,e} |
| | 3 hours | — | — | 0.5 ppm (1,300 µg/m ³) |
| | 24 hours | 0.04 ppm (105 µg/m ³) | 0.14 ppm (for certain areas) ^g | — |
| | Annual | — | 0.030 ppm (for certain areas) ^g | — |
| PM ₁₀ ⁱ | 24 hours | 50 µg/m ³ | 150 µg/m ³ | Same as Primary Standard |
| | Annual Arithmetic Mean | 20 µg/m ³ | — | |
| PM _{2.5} ⁱ | 24 hours | — | 35 µg/m ³ | Same as Primary Standard |
| | Annual Arithmetic Mean | 12 µg/m ³ | 12.0 µg/m ³ | 15.0 µg/m ³ |
| Lead ^{j,k} | 30-day Average | 1.5 µg/m ³ | — | — |
| | Calendar Quarter | — | 1.5 µg/m ³ (for certain areas) ^k | Same as Primary Standard |
| | Rolling 3-Month Average | — | 0.15 µg/m ³ | |
| Hydrogen sulfide | 1 hour | 0.03 ppm (42 µg/m ³) | — | — |
| Vinyl chloride ^l | 24 hours | 0.01 ppm (26 µg/m ³) | — | — |
| Sulfates | 24 hours | 25 µg/m ³ | — | — |
| Visibility reducing particles | 8 hours (10:00 a.m. to 6:00 p.m. PST) | Insufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70% | — | — |

Source: CARB 2016.

Notes: ppm = parts per million by volume; µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter.

- ^a California standards for O₃, CO, SO₂ (1-hour and 24-hour), NO₂, suspended particulate matter—PM₁₀, PM_{2.5}, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. CAAQS are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- ^b National standards (other than O₃, NO₂, SO₂, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The O₃ standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than 1. For PM_{2.5}, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.
- ^c Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based 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.
- ^d National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- ^e National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- ^f On October 1, 2015, the primary and secondary NAAQS for O₃ were lowered from 0.075 ppm to 0.070 ppm.

- g 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 parts per billion (ppb). Note that the national 1-hour standard is in units of ppb. California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- h On June 2, 2010, a new 1-hour SO₂ 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 SO₂ national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment of the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
- i On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- j CARB has identified lead and vinyl chloride as TACs with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- k The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

Toxic Air Contaminants

The state Air Toxics Program was established in 1983 under Assembly Bill (AB) 1807 (Tanner). The California TAC list identifies more than 700 pollutants, of which carcinogenic and noncarcinogenic toxicity criteria have been established for a subset of these pollutants pursuant to the California Health and Safety Code. In accordance with AB 2728, the state list includes the (federal) hazardous air pollutants. The Air Toxics “Hot Spots” Information and Assessment Act of 1987 (AB 2588) seeks to identify and evaluate risk from air toxics sources; however, AB 2588 does not regulate air toxics emissions. TAC emissions from individual facilities are quantified and prioritized. “High-priority” facilities are required to perform a health risk assessment (HRA), and if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

Diesel particulate matter (DPM) is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases—gas and particle—both of which contribute to health risks. DPM is typically composed of carbon particles (“soot,” also called black carbon, or BC) and numerous organic compounds, including over 40 known cancer-causing organic substances. CARB classified “particulate emissions from diesel-fueled engines” (i.e., DPM; 17 CCR 93000) as a TAC in August 1998. DPM is emitted from a broad range of diesel engines: on-road diesel engines of trucks, buses, and cars, and off-road diesel engines including locomotives, marine vessels, and heavy-duty construction equipment, among others. Approximately 70% of all airborne cancer risk in California is associated with DPM (CARB 2000).

In 2000, CARB approved a comprehensive diesel risk reduction plan to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines. The regulation is anticipated to result in an 80% decrease in statewide diesel health risk in 2020 compared with the diesel risk in 2000 (CARB 2000). Additional regulations apply to new trucks and diesel fuel, including the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation, the On-Road Heavy Duty (New) Vehicle Program, the In-Use Off-Road Diesel Vehicle Regulation, and the New Off-Road Compression-Ignition (Diesel) Engines and Equipment program. All of these regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered equipment. Several Airborne Toxic Control Measures reduce diesel emissions, including In-Use Off-Road Diesel-Fueled Fleets (13 CCR 2449 et seq.) and In-Use On-Road Diesel-Fueled Vehicles (13 CCR 2025).

HRAs are used to estimate health risk impacts to existing sensitive receptors from exposure to TAC emissions from construction of a project. HRAs also predict the potential exposure to future residents of the project from TAC

emissions related to motor vehicles. HRA analyses use air dispersion modeling and Hotspots Analysis and Reporting Program Version 2 (HARP2) to evaluate potential health risks associated with a particular project.

California Health and Safety Code Section 41700

Section 41700 of the Health and Safety Code states that a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endanger the comfort, repose, health, or safety of any of those persons or the public; or that cause, or have a natural tendency to cause, injury or damage to business or property. This section also applies to sources of objectionable odors.

Local

San Diego Air Pollution Control District

The State of California has 35 specific air districts, which are each responsible for ensuring that the criteria pollutants are below the NAAQS and CAAQS. Air basins that exceed either the NAAQS or the CAAQS for any criteria pollutants are designated as “nonattainment areas” for that pollutant. Currently, there are 15 nonattainment areas for the federal O₃ standard and two nonattainment areas for the PM_{2.5} standard; many areas are in nonattainment for PM₁₀ as well. Therefore, California created the California SIP, which is designed to provide control measures needed to attain ambient air quality standards.

SDAPCD is the government agency that regulates sources of air pollution within the County and all cities within it. Therefore, SDAPCD developed a Regional Air Quality Strategy (RAQS) to provide control measures to try to achieve attainment status for state O₃ standards, with control measures focused on volatile organic compounds (VOCs) and oxides of nitrogen (NO_x). Currently, San Diego is in “nonattainment” status for federal and state O₃, and state PM₁₀ and PM_{2.5}. An attainment plan is available for O₃. The RAQS was adopted in 1992 and has been updated in 2016, which was the latest update incorporating minor changes to the prior 2009 update.

The 2016 update mostly summarizes how the 2009 update has lowered NO_x and VOCs emissions, which reduces O₃ and clarifies and enhances emission reductions by introducing for discussion three new VOC and four new NO_x reduction measures. NO_x and VOCs are precursors to the formation of O₃ in the atmosphere. The criteria pollutant standards are generally attained when each monitor within the region has had no exceedances during the previous 3 calendar years.

The 2022 RAQS provides a comprehensive strategy to improve air quality, protect public health, and assist in protecting the climate, utilizing tools and resources available to the SDAPCD. It will reduce air pollutant and GHG emissions in the near term, investigate new opportunities in the long-term, and contribute to the region’s long-term transformation to a carbon neutral future. These goals are in line with statutory requirements associated with O₃, as well as voluntary actions associated with GHGs and climate change. The SDAPCD Governing Board is tentatively scheduled to consider the final version of the 2022 RAQS in early 2023.

The RAQS is largely based on population predictions by the San Diego Association of Governments (SANDAG). Projects that produce less growth than predicted by SANDAG would generally conform to the RAQS. Projects that create more growth than projected by SANDAG may create a significant impact if the project produces unmitigable air quality emissions or if the project produces cumulative impacts.

In December 2005, SDAPCD prepared a report titled Measures to Reduce Particulate Matter in San Diego County to address implementation of Senate Bill 656 in the County, which required additional controls to reduce ambient concentrations of PM₁₀ and PM_{2.5} (SDAPCD 2005). In the report, SDAPCD evaluated the implementation of source-control measures that would reduce particulate matter emissions associated with residential wood combustion; various construction activities including earthmoving, demolition, and grading; bulk material storage and handling; carryout and trackout removal and cleanup methods; inactive disturbed land; disturbed open areas; unpaved parking lots/staging areas; unpaved roads; and windblown dust.

As stated previously, SDAPCD is responsible for planning, implementing, and enforcing the CAAQS and NAAQS in the SDAB. The following rules and regulations apply to all sources in the jurisdiction of SDAPCD:

SDAPCD Rules and Regulations

As stated above, SDAPCD is responsible for planning, implementing, and enforcing federal and state ambient standards in the SDAB. The following rules and regulations apply to all sources in the jurisdiction of SDAPCD and would apply to the proposed project.

SDAPCD Regulation IV: Prohibitions; Rule 50: Visible Emissions. Prohibits any activity causing air contaminant emissions darker than 20% opacity for more than an aggregate of 3 minutes in any consecutive 60-minute time period. In addition, Rule 50 prohibits any diesel pile-driving hammer activity causing air contaminant emissions for a period or periods aggregating more than 4 minutes during the driving of a single pile (SDAPCD 1997).

SDAPCD Regulation IV: Prohibitions; Rule 51: Nuisance. Prohibits the discharge, from any source, of such quantities of air contaminants or other materials that cause or have a tendency to cause injury, detriment, nuisance, annoyance to people and/or the public, or damage to any business or property (SDAPCD 1976).

SDAPCD Regulation IV: Prohibitions; Rule 55: Fugitive Dust. Regulates fugitive dust emissions from any commercial construction or demolition activity capable of generating fugitive dust emissions, including active operations, open storage piles, and inactive disturbed areas, as well as track-out and carry-out onto paved roads beyond a project site (SDAPCD 2009).

SDAPCD Regulation IV: Prohibitions; Rule 67.0.1: Architectural Coatings. Requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories (SDAPCD 2021).

San Diego Association of Governments

SANDAG is the regional planning agency for the County and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SANDAG serves as the federally designated metropolitan planning organization for the County. With respect to air quality planning and other regional issues, SANDAG has prepared San Diego Forward: The Regional Plan (Regional Plan) for the San Diego region (SANDAG 2015). The Regional Plan combines the big-picture vision for how the San Diego region will grow over the next 35 years with an implementation program to help make that vision a reality. The Regional Plan, including its Sustainable Communities Strategy, is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so that it meets the diverse needs of the San Diego region through 2050.

With respect to air quality, the Regional Plan sets the policy context in which SANDAG participates and responds to the air district’s air quality plans and builds on plan processes that are designed to meet health-based criteria pollutant standards in several ways (SANDAG 2015). First, it complements air quality plans by providing guidance and incentives for public agencies to consider best practices that support the technology-based control measures in air quality plans. Second, the Regional Plan emphasizes the need for better coordination of land use and transportation planning, which heavily influence the emissions inventory from the transportation sectors of the economy. This also minimizes land use conflicts, such as residential development near freeways, industrial areas, or other sources of air pollution.

On February 26, 2021, SANDAG’s Board of Directors adopted the final 2021 Regional Transportation Improvement Program (RTIP). The 2021 RTIP covers 5 fiscal years (FY 2021 through FY 2025) and incrementally implements the SANDAG 2019 Federal Regional Transportation Plan. The 2021 RTIP is designed to implement the region’s overall strategy for providing mobility and improving the safety, condition, and efficiency of the transportation system while reducing transportation related air pollution. The 2021 RTIP incrementally implements San Diego Forward: The 2019 Federal Regional Transportation Plan, the long-range transportation plan for the San Diego region approved by the SANDAG Board of Directors on October 25, 2019.

San Diego Air Basin Attainment Designation

An area is designated in attainment when it is in compliance with the NAAQS and/or CAAQS. These standards are set by EPA or CARB for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare.

Pursuant to the 1990 federal Clean Air Act Amendments, EPA classifies air basins (or portions thereof) as “attainment” or “nonattainment” for each criteria air pollutant, based on whether the NAAQS have been achieved. Generally, if the recorded concentrations of a pollutant are lower than the standard, the area is classified as “attainment” for that pollutant. If an area exceeds the standard, the area is classified as “nonattainment” for that pollutant. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated as “unclassified” or “unclassifiable.” The designation of “unclassifiable/attainment” means that the area meets the standard or is expected to be meet the standard despite a lack of monitoring data. Areas that achieve the standards after a nonattainment designation are redesignated as maintenance areas and must have approved maintenance plans to ensure continued attainment of the standards. The California Clean Air Act, like its federal counterpart, called for the designation of areas as “attainment” or “nonattainment,” but based on the CAAQS rather than the NAAQS. The criteria pollutants of primary concern that are considered in this analysis are O₃, NO₂, CO, SO₂, PM₁₀, and PM_{2.5}. Table 4.2-2 summarizes the SDAB’s federal and state attainment designations for each of the criteria pollutants.

Table 4.2-2. San Diego Air Basin Attainment Classification

| Pollutant | Designation/Classification | |
|---|----------------------------|-----------------|
| | Federal Standards | State Standards |
| Ozone (O ₃) – 1 hour ^a | Attainment ^a | Nonattainment |
| O ₃ (8-hour – 2008) | Nonattainment | Nonattainment |
| Nitrogen Dioxide (NO ₂) | Attainment | Attainment |
| Carbon Monoxide (CO) | Attainment | Attainment |
| Sulfur Dioxide (SO ₂) | Attainment | Attainment |

Table 4.2-2. San Diego Air Basin Attainment Classification

| Pollutant | Designation/Classification | |
|---|----------------------------|-----------------|
| | Federal Standards | State Standards |
| Coarse Particulate Matter (PM ₁₀) | Unclassifiable | Nonattainment |
| Fine Particulate Matter (PM _{2.5}) | Attainment | Nonattainment |
| Lead (Pb) | Attainment | Attainment |
| Hydrogen Sulfide | No federal standard | Unclassified |
| Sulfates | No federal standard | Attainment |
| Visibility-Reducing Particles | No federal standard | Unclassified |

Sources: Appendix B.

Notes: Attainment = meets the standards; Attainment/Maintenance = achieve the standards after a nonattainment designation; Nonattainment = does not meet the standards; Unclassified or Unclassifiable = insufficient data to classify; Unclassifiable/Attainment = meets the standard or is expected to be meet the standard despite a lack of monitoring data.

^a The federal 1-hour standard of 0.12 ppm was in effect from 1979 through June 15, 2005. The revoked standard is referenced here because it was employed for such a long period and because this benchmark is addressed in SIPs.

SDAPCD Rule 20.2 – Air Quality Impact Assessment Screening Thresholds

SDAPCD has established thresholds in Rule 20.2 for new or modified stationary sources. The County’s Guidelines for Determining Significance and Report Format and Content Requirements incorporate screening level thresholds from Rule 20.2 for use in all County-related air quality impact assessments and for determining CEQA air quality impacts. These screening criteria can be used to demonstrate that a project’s total emissions would not result in a significant impact as defined by CEQA. Also, because SDAPCD does not have air quality impact threshold for VOCs, it is acceptable to use the Coachella Valley VOC threshold from the South Coast Air Quality Management District (SCAQMD). Should emissions be found to exceed these thresholds, additional modeling is required to demonstrate that the project’s total air quality impacts are below the state and federal ambient air quality standards. These screening thresholds for construction and daily operations are shown in Table 4.2-3.

Non-criteria pollutants such as hazardous air pollutants or TACs are also regulated by SDAPCD. Rule 1200 (Toxic Air Contaminants – New Source Review), adopted on June 12, 1996, requires evaluation of potential health risks for any new, relocated, or modified emission unit that may increase emissions to one of more TACs. The rule requires that projects that include components that might increase cancer risk to between 1 and 10 in a million need to implement toxics best available control technology or import the most effective emission limitation, emission control device, or control technique to reduce the cancer risk. At no time shall the project increase the incremental cancer risk to over 10 in 1 million or a health hazard index (chronic and acute) greater than 1. Projects creating cancer risks less than 1 in 1 million are not required to implement best available control technology.

EPA uses the term VOC, and CARB’s Emission Inventory Branch uses the term reactive organic gas to define essentially the same thing. There are minor deviations between compounds that define each term; however, for purposes of this study it is assumed they are essentially the same due to the fact that SCAQMD interchanges these words and because air quality models directly calculate reactive organic gas in place of VOC.

Table 4.2-3. Screening Level Thresholds for Criteria Pollutants

| Pollutant | Total Emissions (Pounds per Day) |
|---|----------------------------------|
| Construction Emissions | |
| Respirable Particulate Matter (PM ₁₀ and PM _{2.5}) | 100 and 55 |
| Nitrogen Oxide | 250 |
| Sulfur Oxide | 250 |
| Carbon Monoxide | 550 |
| Volatile Organic Compounds | 75 |
| Reactive Organic Gases SCAQMD | 75 |
| Operational Emissions | |
| Respirable Particulate Matter (PM ₁₀ and PM _{2.5}) | 100 and 55 |
| Nitrogen Oxide | 250 |
| Sulfur Oxide | 250 |
| Carbon Monoxide | 550 |
| Lead and Lead Compounds | 3.2 |
| Volatile Organic Compounds | 75 |
| Reactive Organic Gases SCAQMD | 75 |

Source: Appendix B.

Air Quality Monitoring Data

SDAPCD operates a network of ambient air monitoring stations throughout the County, which measure ambient concentrations of pollutants and determine whether the ambient air quality meets the CAAQS and the NAAQS. CARB, air districts, and other agencies monitor ambient air quality at approximately 250 air quality monitoring stations across the state. SDAPCD monitors local ambient air quality.

The Camp Pendleton monitoring station represents the closest monitoring station to the project site for concentrations for O₃, PM₁₀, PM_{2.5}, CO and NO₂. The Esc. Ambient concentrations of pollutants from 2019 through 2021 are presented in Table 4.2-4.

Table 4.2-4. Local Ambient Air Quality Data

| Monitoring Station | Unit | Averaging Time | Agency/ Method | Ambient Air Quality Standard | Measured Concentration by Year | | | Exceedances by Year | | |
|------------------------|------|-------------------------------|----------------|------------------------------|--------------------------------|---------|---------|---------------------|------|------|
| | | | | | 2019 | 2020 | 2021 | 2019 | 2020 | 2021 |
| Ozone (O3) | | | | | | | | | | |
| Camp Pendleton | ppm | Maximum 1-hour concentration | State | 0.09 | 0.084 | 0.075 | 0.094 | 0 | 0 | 0 |
| | ppm | Maximum 8-hour concentration | State | 0.070 | 0.069 | 0.073 | 0.069 | 0 | 3 | 0 |
| | | | Federal | 0.070 | 0.068 | 0.063 | 0.062 | 0 | 3 | 0 |
| Nitrogen Dioxide (NO2) | | | | | | | | | | |
| Camp Pendleton | ppm | Maximum 1-hour concentration | State | 0.18 | 0.053 | 0.058 | 0.059 | 0 | 0 | 0 |
| | | | Federal | 0.100 | 0.053 | 0.058 | 0.059 | 0 | 0 | 0 |
| | ppm | Annual concentration | State | 0.030 | 0.005 | 0.006 | 0.006 | — | — | -- |
| | | | Federal | 0.053 | 0.005 | 0.006 | * | — | — | -- |
| Carbon Monoxide (CO) | | | | | | | | | | |
| Rancho Carmel Dr | ppm | Maximum 1-hour concentration | State | 20 | 4.1 | 3.3 | 3.0 | 0 | 0 | 0 |
| | | | Federal | 35 | 4.1 | 3.3 | 3.0 | 0 | 0 | 0 |
| | ppm | Maximum 8-hour concentration | State | 9.0 | 2.5 | 1.7 | 1.8 | 0 | 0 | 0 |
| | | | Federal | 9 | 2.5 | 1.7 | 1.8 | 0 | 0 | 0 |
| Sulfur Dioxide (SO2) | | | | | | | | | | |
| El Cajon | ppm | Maximum 1-hour concentration | Federal | 0.075 | 0.0008 | 0.0035 | 0.0008 | 0 | 0 | 0 |
| | ppm | Maximum 24-hour concentration | State | 0.04 | 0.0004 | 0.0004 | 0.0003 | 0 | 0 | 0 |
| | | | Federal | 0.140 | 0.00007 | 0.00010 | 0.00007 | 0 | 0 | 0 |
| | ppm | Annual concentration | Federal | 0.030 | 0.0008 | 0.0035 | 0.0008 | — | — | — |

Table 4.2-4. Local Ambient Air Quality Data

| Monitoring Station | Unit | Averaging Time | Agency/ Method | Ambient Air Quality Standard | Measured Concentration by Year | | | Exceedances by Year | | |
|--|-------------------|-------------------------------|----------------|------------------------------|--------------------------------|------|------|---------------------|---------|---------|
| | | | | | 2019 | 2020 | 2021 | 2019 | 2020 | 2021 |
| Coarse Particulate Matter (PM ₁₀) ^a | | | | | | | | | | |
| Camp Pendleton | µg/m ³ | Maximum 24-hour concentration | State | 50 | 37.4 | * | * | 0.0 (0) | * | * |
| | | | Federal | 150 | 38.7 | 43 | 38.7 | 0.0 (0) | 0.0 (0) | 0.0 (0) |
| | µg/m ³ | Annual concentration | State | 20 | 23 | * | * | *(0) | * | * |
| Fine Particulate Matter (PM _{2.5}) ^a | | | | | | | | | | |
| Camp Pendleton | µg/m ³ | Maximum 24-hour concentration | Federal | 35 | 18.9 | 40.2 | 23.5 | 0.0 (0) | 3(1) | 0.0 (0) |
| | | | State | 12 | * | * | * | 0.0 (0) | 0.0 (0) | 0.0 (0) |
| | µg/m ³ | Annual concentration | Federal | 12.0 | * | * | * | 0.0 (0) | 0.0 (0) | 0.0 (0) |

Source: CARB 2022; EPA 2022.

Notes: ppm = parts per million; — = not available or applicable; µg/m³ = micrograms per cubic meter; ND = insufficient data available to determine the value.

Data taken from CARB iADAM (<http://www.arb.ca.gov/adam>) and EPA AirData (<http://www.epa.gov/airdata/>) represent the highest concentrations experienced over a given year. Exceedances of federal and state standards are only shown for O₃ and particulate matter. Daily exceedances for particulate matter are estimated days because PM₁₀ and PM_{2.5} are not monitored daily. All other criteria pollutants did not exceed federal or state standards during the years shown. There is no federal standard for 1-hour O₃, annual PM₁₀, or 24-hour SO₂, nor is there a state 24-hour standard for PM_{2.5}.

The Camp Pendleton monitoring station is located at 21441-W B Street, Oceanside, California.

The El Cajon monitoring station is located at 10537 Floyd Smith Drive, El Cajon, California.

^a Measurements of PM₁₀ and PM_{2.5} are usually collected every 6 days and every 1 to 3 days, respectively. Number of days exceeding the standards is a mathematical estimate of the number of days concentrations would have been greater than the level of the standard had each day been monitored. The numbers in parentheses are the measured number of samples that exceeded the standard.

Oceanside General Plan

The City of Oceanside (City) General Plan Energy and Climate Action Element (City of Oceanside 2019a), Circulation Element (City of Oceanside 2012) and Land Use Element (City of Oceanside 1989) include various policies related to improving air quality (both directly and indirectly). Applicable policies include the following.

Energy and Climate Action Element

Goal – 1a-1: The Oceanside Community will significantly reduce its dependence on fossil fuels

Policy 1a-10: Remain open to sourcing energy from biomass, hydropower, hydrogen, nuclear fission and other alternatives to fossil fuel, while advocating for the responsible use, containment, reprocessing, and disposal of waste material.

Policy 1a-12: Participate in state and regional efforts to promote alternative fuels (e.g., biodiesel, bioalcohol, chemically stored electricity, biomass), to the extent practical and financially feasible.

Goal – 1a-1: The city will accommodate future population, employment, and housing growth within already urbanized areas.

Policy 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 2a-5: Explore opportunities to implement “mobility hub” features within Smart Growth Opportunity Areas and other areas amenable to active transportation and shared mobility options

Circulation Element

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

Pedestrian Facilities

Goal 5: Support walking as a primary means of transportation that in turn supports transit and bike options. A positive walking environment is essential for supporting smart growth, mixed land uses, transit-oriented development, traffic calming and reducing traffic congestion and greenhouse gas (GHG) emissions.

Intelligent Transportation System Technologies

Policy 4.1: The City shall encourage the reduction of vehicle miles traveled, reduction of the total number of daily and peak hour vehicle trips, and provide better utilization of the circulation system through development and implementation of TDM [Transportation Demand Management] strategies. These may include, but not limited to, implementation of peak hour trip reduction, encourage staggered work hours, telework programs, increased development of employment centers where transit usage is highly viable, encouragement of ridesharing options in the public and private sector, provision for park-and-ride facilities adjacent to the regional transportation system, and provision for transit subsidies.

Transportation Demand Management

Policy 4.9: The City shall look for opportunities to incorporate TDM [Transportation Demand Management] programs into their Energy Roadmap that contributes to state and regional goals for saving energy and reducing greenhouse gas emissions.

Land Use Element

Bicycle Facilities

Policy A: Development shall provide Class II Bikeways (Bike Lanes) on all secondary, major, and prime arterials.

Policy D: The use of land shall integrate the Bicycle Circulation System with auto, pedestrian, and transit systems:

1. Development shall provide short-term bicycle parking and long-term bicycle storage facilities such as bicycle racks, pedestal posts, and rental bicycle lockers.
2. Development shall provide safe and convenient bicycle access to high activity land uses, such as schools, parks, shopping, employment, and entertainment centers.

Pedestrian

Policy A: The construction of five (5) foot wide sidewalks adjacent to the curb shall be required in all new developments and street improvements.

Energy

Policy A: The City shall encourage the design, installation, and use of passive and active solar collection systems.

Policy B: The City shall encourage the use of energy efficient design, structures, materials, and equipment in all land developments or uses.

City of Oceanside Climate Action Plan

The City adopted the Oceanside Climate Action Plan (CAP) on May 8, 2019 (City of Oceanside 2019b). The CAP acts as a roadmap to address challenges of climate change within the City and outlines measures the City will take to make progress toward meeting the state's GHG reduction goals. The CAP includes a baseline GHG emissions inventory for 2013, GHG emissions forecasts for 2020, 2030, 2035, 2040, and 2050, local GHG emissions reduction strategies and measures to help the City achieve the statewide targets, and implementation and monitoring mechanisms to ensure the City's measures and targets are achieved. The CAP established local GHG emissions reduction targets for future years as follows:

- By 2020, reduce GHG emissions levels to 5 metric tons of carbon dioxide equivalent (MT CO₂e) per capita
- By 2030, reduce GHG emissions levels to 4 MT CO₂e per capita
- By 2040, reduce GHG emissions levels to 3 MT CO₂e per capita
- By 2050, reduce GHG emissions levels to 2 MT CO₂e per capita

The CAP was prepared in accordance with the requirements within CEQA Guidelines Section 15183.5, and the CAP Consistency Checklist was used to evaluate the proposed project’s significance with respect to GHG emissions.

4.2.3 Thresholds of Significance

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

- a. Conflict with or obstruct implementation of the applicable air quality plan.
- b. 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.
- c. Expose sensitive receptors to substantial pollutant concentrations.
- d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

CEQA Guidelines Appendix G (14 CCR 15000 et seq.) indicates that, where available, the significance criteria established by the applicable air quality management district or pollution control district may be relied upon to determine whether the proposed project would have a significant impact on air quality.

As part of its air quality permitting process, SDAPCD and San Diego County have established thresholds in Rule 20.2 requiring the preparation of air quality impact assessments for permitted stationary sources (SDAPCD 2019). SDAPCD sets forth quantitative emission thresholds below which a stationary source would not have a significant impact on ambient air quality. Although these trigger levels do not generally apply to mobile sources or general land development projects, for comparative purposes, these levels may be used to evaluate the increased emissions that would be discharged to the SDAB from proposed land development projects (County of San Diego 2007). Proposed-project-related air quality impacts estimated in this environmental analysis would be considered significant if any of the applicable significance thresholds presented in Table 4.2-5, SDAPCD Air Quality Significance Thresholds, are exceeded.

Table 4.2-5. SDAPCD Air Quality Significance Thresholds

| Construction Emissions | | | |
|--------------------------------------|-----------------|----------------------------------|---------------|
| Pollutant | | Total Emissions (Pounds per Day) | |
| Respirable Particulate Matter (PM10) | | 100 | |
| Fine Particulate Matter (PM2.5) | | 55 | |
| Oxides of Nitrogen (NOx) | | 250 | |
| Oxides of Sulfur (SOx) | | 250 | |
| Carbon Monoxide (CO) | | 550 | |
| Volatile Organic Compounds (VOC) | | 75* | |
| Operational Emissions | | | |
| Pollutant | Total Emissions | | |
| | Pounds per Hour | Pounds per Day | Tons per Year |
| Respirable Particulate Matter (PM10) | — | 100 | 15 |
| Fine Particulate Matter (PM2.5) | — | 55 | 10 |
| Oxides of Nitrogen (NOx) | 25 | 250 | 40 |
| Sulfur Oxides (SOx) | 25 | 250 | 40 |

Table 4.2-5. SDAPCD Air Quality Significance Thresholds

| Construction Emissions | | | |
|----------------------------------|----------------------------------|-----|------|
| Pollutant | Total Emissions (Pounds per Day) | | |
| Carbon Monoxide (CO) | 100 | 550 | 100 |
| Lead and Lead Compounds | — | 3.2 | 0.6 |
| Volatile Organic Compounds (VOC) | — | 75* | 13.7 |

Sources: SDAPCD 2019.

* VOC threshold based on the threshold of significance for VOCs from the SCAQMD for the Coachella Valley as stated in the San Diego County Guidelines for Determining Significance.

The thresholds listed in Table 4.2-5 represent screening-level thresholds that can be used to evaluate whether proposed-project-related emissions could cause a significant impact on air quality. Emissions below the screening-level thresholds would not cause a significant impact. The emissions-based thresholds for O₃ precursors are intended to serve as a surrogate for an “O₃ significance threshold” (i.e., the potential for adverse O₃ impacts to occur). This approach is used because O₃ is not emitted directly on O₃ levels in ambient air cannot be determined through air quality models or other quantitative methods. For nonattainment pollutants, if emissions exceed the thresholds shown in Table 4.2-5, the proposed project could have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on the ambient air quality.

With respect to odors, SDAPCD Rule 51 (Public Nuisance) prohibits emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of any person. A project that includes a use that would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of off-site receptors.

4.2.4 Impacts Analysis

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

SDAPCD and SANDAG are responsible for developing and implementing the clean air plans for attainment and maintenance of the ambient air quality standards in the SDAB—specifically, the SIP and RAQS.¹ The federal O₃ maintenance plan, which is part of the SIP, was adopted in 2016. The SIP includes a demonstration that current strategies and tactics will maintain acceptable air quality in the SDAB based on the NAAQS. The RAQS was initially adopted in 1991 and is updated every 3 years (most recently in 2016). The RAQS outlines SDAPCD’s plans and control measures designed to attain the state air quality standards for O₃. The SIP and RAQS rely on information from CARB and SANDAG, including mobile and area source emissions and information regarding projected growth in the County as a whole and the cities in the County, to project future emissions and determine the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of the development of their General Plans.

¹ For the purpose of this discussion, the relevant federal air quality plan is the ozone maintenance plan (SDAPCD 2012). The RAQS is the applicable plan for purposes of state air quality planning. Both plans reflect growth projections in the basin.

If a project involves development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project might be in conflict with the SIP and RAQS and may contribute to a potentially significant cumulative impact on air quality.

Implementation of the project would result in an increase in housing of 84 single family residential units. The City of Oceanside General Plan identifies the site as Single Family Detached (SFD-R), and the project site is zoned (RS-SP-EQ) (City of Oceanside 2002). The existing land use designation and zoning allows for single family detached units. The proposed project is consistent with the underlying land use and zoning for the project site but would require waivers or reductions of development standards under the state Density Bonus Law.

Under the Density Bonus Law, the provision of 15% very-low-income units allows the applicant to receive a density bonus of 50%, allowing additional market-rate units to be constructed. Of the proposed 83 single-family homes, 4 of the units would be affordable/low-income units, and the remaining 79 units would be considered market-rate units, which complies with the Density Bonus Law provisions regarding affordable housing. Therefore, the proposed mix of residential units totaling 83 units is consistent with the underlying uses anticipated for the project site and consistent with the provisions allowed under state Density Bonus Law. Furthermore, the most recent Regional Housing Needs Assessment from SANDAG stated that Oceanside needs to build 5,443 units from 2021 through 2029 (SANDAG 2020). The City has a projected deficit of 1,268 very-low units, 718 low-income units, 883 moderate units, and 2,574 above-moderate income units (SANDAG 2020). The proposed project is expected to bring 83 units to market in 2025, including 4 low-income units and 75 above moderate-income units, which would be within SANDAG's growth projection for housing during the 6th Cycle planning horizon (i.e., April 2021 – April 2029). Therefore, the proposed project would not conflict with SANDAG's regional growth forecast for the City (Appendix B).

Based on this, the project would be consistent with the growth assumptions in the City's General Plan and would not conflict with the RAQS or SIP. Because the project is consistent with the zoning designation and is anticipated in the City's General Plan and SANDAG's growth projections, implementation of the project would not conflict with the SIP and RAQS. Therefore, the project would not conflict with or obstruct implementation of an applicable air quality plan, and impacts would be **less than significant**.

b) 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?

Construction Emissions

Emissions from the construction phase of project components were estimated using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0.² Per preliminary project details, it is assumed that construction of the project would begin in summer 2023 and would last approximately 18 months.

Table 4.2-6 provides assumptions regarding the construction timeline, potential phasing, construction equipment mix, and vehicle trips assumed for estimating project-generated construction emissions. The

² CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform to calculate construction and operational emissions from land use development projects. The model was developed for the California Air Pollution Control Officers Association in collaboration with multiple air districts across the state. Numerous lead agencies in the state, including SDAPCD, use CalEEMod to estimate greenhouse gas emissions in accordance with CEQA Guidelines Section 15064.4(a)(1).

construction schedule has been developed based on available information provided by the project applicant, typical construction practices, and CalEEMod default assumptions. Construction phasing is intended to represent a schedule of anticipated activities for use in estimating potential project-generated construction emissions.

Table 4.2-6. Construction Scenario Assumptions

| Construction Phase (Duration) | Vehicle Trips | | | Equipment | | |
|-------------------------------|----------------------------|----------------------------------|------------------------|---------------------------|----------|-------------|
| | Average Daily Worker Trips | Average Daily Vendor Truck Trips | Total Haul Truck Trips | Equipment Type | Quantity | Usage Hours |
| Site Preparation | 18 | 2 | 0 | Rubber-tired dozers | 3 | 8 |
| | | | | Tractors/loaders/backhoes | 4 | 8 |
| Grading | 20 | 6 | 0 | Excavators | 1 | 8 |
| | | | | Graders | 1 | 8 |
| | | | | Rubber-tired dozers | 1 | 8 |
| | | | | Tractors/loaders/backhoes | 3 | 8 |
| | | | | | | |
| Building Construction | 136 | 50 | 0 | Cranes | 1 | 7 |
| | | | | Forklifts | 3 | 8 |
| | | | | Generator sets | 1 | 8 |
| | | | | Tractors/loaders/backhoes | 3 | 7 |
| | | | | Welders | 1 | 8 |
| Paving | 16 | 6 | 0 | Pavers | 2 | 8 |
| | | | | Paving equipment | 2 | 8 |
| | | | | Rollers | 2 | 8 |
| Architectural Coating | 28 | 6 | 0 | Air compressors | 1 | 6 |

Note: See Appendix B for additional details.

Construction of the project would result in the temporary addition of pollutants to the local SDAB caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (i.e., on-road haul trucks, vendor trucks, and worker vehicle trips). The project's construction emissions were estimated using CalEEMod and compared to the SDAPCD Thresholds of Significance. Construction of the proposed project is expected to start in 2023³ and is expected to take 18 months. The construction emissions are shown in Table 4.2-7.

³ The 2023 start date represented the earliest possible start date at the time the air quality technical report was written. Assuming an earlier start date for project construction represents the worst-case scenario for criteria air pollutant emissions because equipment and vehicle emission factors for later years would be less due to more stringent standards for off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles.

Table 4.2-7. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions – Unmitigated

| Construction Phase | VOC | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
|----------------------------|----------------|-----------------|--------------|-----------------|------------------|-------------------|
| | Pounds per Day | | | | | |
| 2023 | 3.38 | 34.81 | 28.62 | 0.06 | 10.30 | 5.76 |
| 2024 | 244.35 | 15.78 | 19.97 | 0.05 | 2.09 | 0.99 |
| Maximum | 244.35 | 34.81 | 28.62 | 0.06 | 10.30 | 5.76 |
| <i>SDAPCD Threshold</i> | <i>75</i> | <i>250</i> | <i>550</i> | <i>250</i> | <i>100</i> | <i>55</i> |
| Threshold exceeded? | Yes | No | No | No | No | No |

Source: Appendix B, Air Quality and Greenhouse Gas Emissions Technical Report.

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SDAPCD = San Diego Air Pollution Control District.

The values shown are the maximum summer or winter daily emissions results from CalEEMod.

As shown in Table 4.2-7, daily construction emissions for the project would exceed SDAPCD's significance thresholds for VOCs during the application of architectural coatings. Therefore, the proposed project would have a potentially significant impact related to emissions of criteria air pollutant emissions during construction and would require mitigation (**Impact AQ-1**).

However, as shown in Table 4.2-8, implementation of mitigation measure **(MM)-AQ-1**, which would ensure that low-VOC coatings are used during construction, would reduce VOCs to below the SDPACD threshold. Therefore, construction pollutant emissions impacts would be **less than significant with mitigation**.

Table 4.2-8. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions – Mitigated

| Construction Phase | VOC | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
|----------------------------|----------------|-----------------|--------------|-----------------|------------------|-------------------|
| | Pounds per Day | | | | | |
| Site Preparation | 3.38 | 34.81 | 28.62 | 0.06 | 10.30 | 5.76 |
| Grading | 55.14 | 15.78 | 19.97 | 0.05 | 2.09 | 0.99 |
| Maximum | 55.14 | 34.81 | 28.62 | 0.06 | 10.30 | 5.76 |
| <i>SDAPCD Threshold</i> | <i>75</i> | <i>250</i> | <i>550</i> | <i>250</i> | <i>100</i> | <i>55</i> |
| Threshold exceeded? | No | No | No | No | No | No |

Source: Appendix B, Air Quality and Greenhouse Gas Emissions Technical Report.

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SDAPCD = San Diego Air Pollution Control District.

The values shown are the maximum summer or winter daily emissions results from CalEEMod.

Operational Emissions

The project would generate criteria pollutant emissions during operation from area, energy, and mobile sources. Pollutant emissions associated with long-term operations were quantified using CalEEMod and compared to SDAPCD's significance thresholds for operation. Project full buildout operations are expected in 2025 and were modeled as such. Additionally, the model was run for the summer and winter scenarios to determine maximum daily operational impacts for operation.

Table 4.2-9 presents estimated maximum daily area, energy, and mobile source emissions associated with operation (year 2025) of the project. Operational year 2025 was assumed upon completion of construction.

The values shown are the maximum summer or winter daily emissions results from CalEEMod and are compared to the SDAPCD thresholds of significance. Details of the emission calculations are provided in Appendix B.

Table 4.2-9. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions - Unmitigated

| Source | VOC | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
|----------------------------|----------------|-----------------|---------------|-----------------|------------------|-------------------|
| | Pounds per Day | | | | | |
| Area | 132.13 | 2.28 | 146.65 | 0.03 | 19.19 | 19.19 |
| Energy | 0.07 | 0.60 | 0.26 | <0.01 | 0.05 | 0.05 |
| Mobile | 2.35 | 2.34 | 21.04 | 0.05 | 5.14 | 1.39 |
| Total | 134.56 | 5.22 | 167.94 | 0.28 | 24.38 | 19.28 |
| <i>SDAPCD Threshold</i> | 75 | 250 | 550 | 250 | 100 | 55 |
| <i>Threshold exceeded?</i> | Yes | No | No | No | No | No |

Source: Appendix B, Air Quality and Greenhouse Gas Emissions Technical Report.

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SDAPCD = San Diego Air Pollution Control District. <0.01 = reported value is less than 0.01.

The values shown are the maximum summer or winter daily emissions results from CalEEMod.

As shown in Table 4.2-9, the estimated combined daily area, energy, and mobile source emissions would not exceed the SDAPCD operational thresholds for NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. However, the project would exceed the SDPACD VOC emissions threshold largely because of area source emissions from wood fireplaces.

However, as shown in Table 4.2-10, implementation of mitigation measure **MM-AQ-2**, which would ensure that no wood fireplaces would be included in the project design, which would reduce VOC emissions to below the SDAPCD threshold. Thus, impacts associated with project-generated operational criteria air pollutant emissions would be **less than significant after mitigation**.

Table 4.2-10. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions - Mitigated

| Source | VOC | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
|----------------------------|----------------|-----------------|--------------|-----------------|------------------|-------------------|
| | Pounds per Day | | | | | |
| Area | 5.76 | 0.85 | 7.25 | 0.01 | 0.10 | 0.10 |
| Energy | 0.07 | 0.60 | 0.26 | 0.01 | 0.05 | 0.05 |
| Mobile | 2.35 | 2.34 | 21.04 | 0.05 | 5.10 | 1.39 |
| Total | 8.18 | 3.79 | 28.54 | 0.06 | 5.29 | 1.54 |
| <i>SDAPCD Threshold</i> | 75 | 250 | 550 | 250 | 100 | 55 |
| <i>Threshold exceeded?</i> | No | No | No | No | No | No |

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SDAPCD = San Diego Air Pollution Control District. <0.01 = reported value is less than 0.01.

The values shown are the maximum summer or winter daily emissions results from CalEEMod.

Air pollution is largely a cumulative impact and is cumulatively evaluated based on the air basin. The nonattainment status of regional pollutants is a result of past and present development, and SDAPCD develops

and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. Based on calculations presented in Tables 4.2-8 and 4.2-10, the proposed project would not exceed the mass emissions significance thresholds for VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} during operation; therefore, project operational impacts are determined to be **less than significant after mitigation**.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Air quality varies as a direct function of the amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. Air quality problems arise when the rate of pollutant emissions exceeds the rate of dispersion. Reduced visibility, eye irritation, and adverse health impacts upon those persons termed sensitive receptors are the most serious hazards of existing air quality conditions in the area. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. Sensitive receptors include residences, schools, playgrounds, child-care centers, athletic facilities, long-term health-care facilities, rehabilitation centers, convalescent centers, retirement homes, health clinics, and hospitals within 2 kilometers of the facility (SDAPCD 2022).

Carbon Monoxide Hotspots

Projects contributing to adverse traffic impacts may result in the formation of CO hotspots. To verify that the proposed project would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO hotspots was conducted. The County's CO hotspot screening guidance (County of San Diego 2007) was followed to determine whether the proposed project would require a site-specific hotspot analysis. Per guidance, any project that would place receptors within 500 feet of a signalized intersection operating at or below level of service (LOS) E (peak-hour trips exceeding 3,000 trips) must conduct a "hotspot" analysis for CO. Likewise, projects that will cause road intersections to operate at or below a LOS E (i.e., with intersection peak-hour trips exceeding 3,000) will also have to conduct a CO "hotspot" analysis. The proposed project would create an intersection on Guajome Lake Road that intersects at the project Driveway. Per the analysis in Section 4.15, Traffic and Circulation, after project implementation, the intersection would be operating at LOS A with project traffic. Therefore, the proposed project would not generate traffic that would contribute to potential adverse traffic impacts that may result in the formation of CO hotspots, and no hotspot analysis is required. Based on these considerations, the project would result in a **less than significant** impact to air quality with regard to potential CO hotspots.

Health Impacts of Toxic Air Contaminants

A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute (immediate) and/or chronic (cumulative) non-cancer health effects. A toxic substance released into the air is considered a TAC. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and noncarcinogenic effects. Noncarcinogenic effects typically affect one or more target organ systems and may be experienced on either short-term (acute) or long-term (chronic) exposure to a given TAC.

TACs are identified by federal and state agencies based on a review of available scientific evidence. In the State of California, TACs are identified through a two-step process that was established in 1983 under the

Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management and reduction was designed to protect residents from the health effects of toxic substances in the air. In addition, the California Air Toxics “Hot Spots” Information and Assessment Act, AB 2588, was enacted by the legislature in 1987 to address public concern over the release of TACs into the atmosphere.

Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources, such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources, such as automobiles; and area sources, such as landfills. Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and noncarcinogenic effects. Noncarcinogenic effects typically affect one or more target organ systems and may be experienced on either short-term (acute) or long-term (chronic) exposure to a given TAC.

Project construction would result in emissions of diesel particulate from heavy construction equipment and trucks accessing the site. Diesel particulate is characterized as a TAC by the State of California. The Office of Environmental Health Hazard Assessment (OEHHA) has identified carcinogenic and chronic noncarcinogenic effects from long-term exposure but has not identified health effects due to short-term exposure to diesel exhaust. According to the OEHHA, HRAs, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, the duration of the proposed construction activities would only constitute a small percentage of the total 30-year exposure period. Thus, the duration of proposed construction activities (approximately 18 months) would only constitute a small percentage of the total long-term exposure period and would not result in exposure of proximate sensitive receptors to substantial TACs. No residual TAC emissions and corresponding cancer risk are anticipated after construction, and no long-term sources of TAC emissions are anticipated during operation of the project. Implementation of the project would not expose sensitive receptors to substantial TAC concentrations and impacts would be **less than significant**.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700; SDAPCD Rule 51; and the City’s Municipal Code Section 13.16, commonly referred to as public nuisance law, prohibit emissions from any source whatsoever in such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to the public health or damage to property. SDAPCD also regulates project odor via SDAPCD Rule 51.

Potential on-site odor generators would only be expected during short-term construction activities such as from vehicles and/or equipment exhaust emissions during construction of the project, as well as from architectural coatings. However, the odors would be considered short term and would not result in significant impacts, as previously analyzed. The project is located in an Equestrian Overlay District, which allows for the keeping of large animals, which would lead to odor and dust impacts. However, the project would include waivers from the development standards of the Equestrian Overlay District, which would eliminate the ability for the keeping of large animals, and therefore not result in odor and dust impacts from large animals on site. During project operation, activities associated with the proposed residential development would not result in any long-term odor impacts. In addition, the project would be required to comply with the City’s public nuisance law and the State of California Health and Safety Code mentioned above.

Therefore, it is determined that impacts associated with odor-related emissions as a result of project implementation would be **less than significant**.

4.2.5 Mitigation Measures

The following mitigation measures set forth a program of air pollution control strategies designed to reduce the proposed project's air quality impacts during construction (**Impact AQ-1** and **Impact AQ-2**).

- MM-AQ-1 **Require Low-Volatile Organic Compound Coatings During Construction.** The project applicant and/or their contractors shall ensure that low-volatile organic compound (VOC) coatings with a VOC content of 50 grams per liter or less are used during construction.
- MM-AQ-2 **Wood Burning Stoves and Fireplaces.** No wood burning stoves or fireplaces shall be constructed as part of the project.

4.2.6 Level of Significance After Mitigation

Upon implementation of mitigation measures **MM-AQ-1** and **MM-AQ-2**, air quality impacts would be **less than significant**.

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4.3 Biological Resources

This section describes the existing biological resources of the project site and off-site improvement areas, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Guajome Lake Homes Project (project or proposed project). The following analysis is based on the Biological Technical Report prepared for the proposed project by Dudek in May 2024. The Biological Technical Report is included as Appendix C of this environmental impact report (EIR).

4.3.1 Existing Conditions

The proposed site consists of a vacant parcel and includes approximately 16.78 acres located in the Guajome Neighborhood Area of the City of Oceanside (City), California. The project site is surrounded by the residential development and open space. The project site abuts existing residential developments to the north, east, and west, and open space to the southwest. Areas surrounding the project site are zoned residential (north, east, and west of the project site) and open space, to the southwest. The project site has been previously impacted by grading and land development on adjacent parcels. The project site shows signs of disturbances related to previous grading, recent Sprinter construction staging, evidence of illegal dumping, and evidence of moving activities. There is an existing residence located just south of the creek.

The local climate within the project site is characterized as semi-arid with consistently mild, warmer temperatures throughout the year. The average summertime high temperature in the region is approximately 75.9°F, with highs reaching 76.8°F on average during the months of July through September. The average wintertime low temperature is approximately 50.4°F, reaching as low as 48.5°F on average during November through March. Average precipitation in the local area is approximately 10.34 inches per year, with the bulk of precipitation falling November through March (Appendix C).

The topography of the project site is generally flat, with a slightly moderate north-facing downhill slope leading down to the riparian areas in the northern portion of the project site. The project site ranges in elevation from approximately 141 feet above mean sea level (amsl) in the northwestern portion of the project site to approximately 186 amsl in the southeastern corner of the site along Guajome Lake Road to 192 feet amsl near the center of the project site. The project site comprises gentle sloping terrain with a prominent hilltop near the center of the property. Near the center of the project site, the terrain slopes down toward Guajome Lake Road to the south/southwest and down toward a riparian to the north/northeast.

Five soil map units occur within the overall project site; however, only two soil types are mapped in the portions of the review area containing potential jurisdictional aquatic resources: Las Flores loamy fine sand 15% to 30% slopes, eroded; and Visalia sandy loam, 2% to 5% slopes; (USDA 2022a). Of the five soil map units within the project site, only Visalia sandy loam, 2% to 5% slopes, is ranked as partially hydric (USDA 2022b). Visalia soils are found most often in Southern California, though also occur in Central Valley near Fresno County. Bosanko soils are described as being well-drained soils formed from granitic parent rock, used mostly for agricultural purposes, and most often supporting grasses and other forbs. Las Flores soils are usually slightly acidic, loamy sands on gently to strong slopes; they are found on marine terraces at elevations of less than 700 feet amsl (USDA 2022a).

The project site occurs within the Guajome Lake-San Luis Rey River Subwatershed (Hydrologic Unit Code [HUC] 12 Code: 180703030304) of the Lower San Luis Rey River Watershed (HUC 10 Code: 1807030303). The San Luis Rey-Escondido subbasin is formed by the San Luis Rey River, which drains approximately 532,000 acres of

developed and undeveloped land east of the project site. Hydrology within the project site is typical of other urbanized environs in northern San Diego County. Water falling as precipitation on the northern half of the project generally flows northwards overland and into a portion of a larger channel within the project boundary. The southern half of the project site also may receive runoff from the residential development to the north. Water falling on the southern half of the site is likely to flow southwards toward Guajome Regional Park. The on-site channel flows northwards after leaving the project site, generally moving north and west toward Guajome Lake. Water leaves the lake, flowing beneath Mission Avenue before joining with the San Luis Rey River. The San Luis Rey River flows west, collecting water from regional streams and other aquatic features, emptying into the Pacific Ocean near Oceanside, California.

4.3.1.1 Methodology

The biological report prepared for the project was based on a review of pertinent literature, aerial photographs, and a field investigation.

The reconnaissance survey, jurisdictional delineation, focused rare plant surveys, and vegetation mapping were done during the daylight hours under weather conditions that allowed for quality biological observations (e.g., surveys were not conducted during rain). Because surveys were conducted during the day, the likelihood of detecting nocturnal and crepuscular species, such as many mammal species, was relatively low. In addition, any fall migratory birds that may use habitats on the project site and pass through the region would not have been observed due to the period surveys were conducted. The surveys were favorable for spring- and summer-blooming flora because surveys were conducted following reference checks for target species.

Literature Review

Prior to conducting field surveys, Dudek reviewed regional California Natural Diversity Database occurrence data¹ (CDFW 2022), the Rare Plant Inventory¹ (CNPS 2022), U.S. Fish and Wildlife Service (USFWS) occurrence data¹ and critical habitat (USFWS 2022), the National Wetlands Inventory (USFWS 2022), and the U.S. Department of Agriculture's Natural Resources Conservation Service Web Soil Survey (USDA 2022a) to analyze the occurrence potential of special-status species and jurisdictional aquatic resources that are known to occur or may potentially occur within the project site. Prior to special-status plant surveys, Dudek evaluated plant records in the San Luis Rey quadrangle and the surrounding seven quadrangles, including Las Pulgas Canyon, Morro Hill, Bonsall, Oceanside, San Marcos, Encinitas, and Rancho Santa Fe (CDFW 2022; CNPS 2022; USFWS 2022) to determine target species.

Field Reconnaissance

Dudek biologists conducted vegetation mapping and an aquatic resource delineation in November 2021; rare plant surveys were conducted in March and July 2022. Focused coastal California gnatcatcher (*Polioptila californica californica*), and least Bell's vireo (*Vireo bellii pusillus*) surveys were conducted during from March through July of 2022. Updated vegetation mapping to document the extent of disturbance associated with the home was conducted in June 2023.

All plant species encountered during the surveys were recorded. Latin and common names for plant species with a California Rare Plant Rank (CRPR) follow the California Native Plant Society (CNPS) On-Line Inventory of Rare, Threatened, and Endangered Plants of California (CNPS 2022). For plant species without a CRPR, Latin names

¹ U.S. Geological Survey 7.5-minute San Luis Rey quadrangle and surrounding seven quadrangles: Las Pulgas Canyon, Morro Hill, Bonsall, Oceanside, San Marcos, Encinitas, and Rancho Santa Fe.

follow the Jepson Interchange List of Currently Accepted Names of Native and Naturalized Plants of California (Jepson Flora Project 2020), and common names follow the U.S. Department of Agriculture Natural Resources Conservation Service PLANTS Database (USDA 2024).

All wildlife species observed or detected during the surveys were recorded. Binoculars (10 × 50 magnification) were used to aid in the identification of wildlife. Latin and common names of animals follow Crother (2017) for reptiles and amphibians, American Ornithological Society (AOS 2020) for birds, Wilson and Reeder (2005) for mammals, and North American Butterfly Association (NABA 2016) or San Diego Natural History Museum (SDNHM 2002) for butterflies. In addition to species actually detected during the surveys, expected wildlife use of the site was determined by known habitat preferences of local species and knowledge of their relative distributions in the area.

Vegetation Mapping

Vegetation Community and Land Cover Mapping Dudek biologists conducted vegetation mapping to characterize natural vegetation communities, including habitats for special-status species, within the project site. The vegetation community and land cover mapping follow the Draft Vegetation Communities of San Diego County (Oberbauer et al. 2008), which is based on the Preliminary Descriptions of the Terrestrial Natural Communities of California (Holland 1986). Vegetation communities and land covers within the survey area were mapped in the field with Collector and digitized using ArcGIS, and a GIS coverage was created. Once in ArcGIS, the acreage of each vegetation community and land cover present within the project site was determined.

Special-Status Plants

Special-status plant species considered in this report are those that are (1) species listed by federal and/or state agencies, proposed for listing as threatened or endangered, or are candidate species (CDFW 2022); (2) species with a CRPR (CNPS 2022); or (3) species listed on the City of Oceanside Draft Subarea Plan (Subarea Plan) Proposed Covered Species list (City of Oceanside 2010).

Focused surveys for special-status plants were conducted in March and July 2022. In addition to Dudek's knowledge of biological resources and regional distribution of each species, elevation, habitat, and soils present within the rare plant survey area were evaluated to determine the potential for various special-status plant species to occur. Field survey methods conformed to CNPS Botanical Survey Guidelines (CNPS 2001); Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities (CDFG 2000); and General Rare Plant Survey Guidelines (Cypher 2002). Surveys were conducted by walking meandering transects throughout the project site to detect special-status species. A list of all plant species observed on the project site during surveys is presented in Appendix A, Plant Compendium, of Appendix C to this EIR.

Special-Status Wildlife

Special-status wildlife species considered in this report are those that are (1) listed by federal and/or state agencies, proposed for listing as threatened or endangered, or are candidate species (CDFW 2022); (2) Species of Special Concern and Bird of Conservation Concern species (CDFW 2022; USFWS 2008); (3) fully protected species (CDFW 2022a); or (4) listed on the Subarea Plan Proposed Covered Species list (City of Oceanside 2010).

Focused surveys were conducted for coastal California gnatcatcher in 2022 and for least Bell's in 2022. These surveys are described in Appendix C.

Aquatic Resource Delineation

The aquatic resource delineation was performed in accordance with the 1987 U.S. Army Corps of Engineers (USACE) Wetlands Delineation Manual (USACE 1987), the USACE and U.S. Environmental Protection Agency Rapanos guidance (USACE and EPA 2007), the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (USACE 2008a), A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States: A Delineation Manual (USACE 2008b), and the Updated Datasheet for the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States (USACE 2010). The Field Indicators of Hydric Soils in the United States (USDA 2018) and Arid West 2016 Regional Wetland Plant List (Lichvar et al. 2016) were used to support the delineation.

Waters of the state regulated by the Regional Water Quality Control Board (RWQCB) were mapped in accordance with the State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (SWRCB 2021). As described in these procedures, wetland waters of the state will be mapped based on the procedures in USACE's 1987 Corps of Engineers Wetlands Delineation Manual (USACE 1987) and its 2008 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0) (USACE 2008a). Non-wetland waters were mapped at the ordinary high water mark based on the procedures used to delineate USACE non-wetland waters (USACE 2008b).

California Department of Fish and Wildlife (CDFW) jurisdictional areas were mapped to include the bank of the stream/channel and outer dripline of adjacent riparian vegetation, as set forth under California Fish and Game Code Section 1602. Streambeds under the jurisdiction of CDFW were delineated using the Cowardin method of waters classification, which defines waters boundaries by a single parameter (i.e., hydric soils, hydrophytic vegetation, or hydrology) (Cowardin et al. 1979). Adjacent riparian vegetation is defined as a continuous canopy or stand of riparian habitat. Riparian habitat is defined as species listed as hydrophytic vegetation per the Arid West 2016 Regional Wetland Plant List. Vegetation interrupted by non-natural land uses such as development, roads or other disturbance are not considered "adjacent."

Features that convey or hold water are regulated by multiple agencies. Federal, state, and local agencies have different definitions and terminology for these types of features. Water-dependent resources regulated by USACE, RWQCB, CDFW, and San Diego County are collectively referred to as "jurisdictional aquatic resources" herein. Terminology used in this document to distinguish each jurisdictional aquatic resource according to the agency that regulates the resource is as follows: USACE and RWQCB "wetlands" and "non-wetland waters" and CDFW "riparian areas" and "streambeds."

4.3.1.2 Existing Biological Resources

Vegetation Communities and Land Covers

The project site currently comprises eight vegetation communities or land cover types. Non-native grassland makes up the majority of the southwestern half of the site and a narrower area along the northeastern border of the site, with developed land consisting of the residential home, associated structures, and access road to the home. The small section of the property southwest of Guajome Lake Road is mapped as disturbed habitat, as is a small area in the southeastern corner of the site. An approximately 40-meter-wide strip of coastal sage scrub is present, which reaches from the northwestern to the southeastern border of the site but is bisected by the developed access road/driveway. The remainder of the project site contains riparian habitat associated with the creek that runs through the site. Table 4.3-1 outlines the acreage of each vegetation community and land cover identified on site.

Table 4.3-1. Vegetation Communities and Land Covers

| Vegetation/Land Cover Type | On-Site Acreage | Off-Site Acreage | Total Acreage |
|--|-----------------|------------------|---------------|
| Diegan coastal sage scrub | 2.20 | N/A | 2.20 |
| Non-native grassland | 8.84 | N/A | 8.84 |
| Disturbed habitat | 0.45 | 0.12 | 0.57 |
| Urban/developed | 1.23 | 0.19 | 1.42 |
| Southern arroyo willow riparian forest | 2.87 | N/A | 2.87 |
| Non-native riparian | 0.58 | N/A | 0.58 |
| Non-vegetated channel | 0.32 | N/A | 0.32 |
| Riparian forest (disturbed) | 0.30 | N/A | 0.30 |
| Total* | 16.78 | 0.31 | 17.10 |

Source: Appendix C, Biological Technical Report.

Note:

* May not total due to rounding.

Diegan Coastal Sage Scrub

Diegan coastal sage scrub is a native vegetation community. According to Oberbauer et al. (2008), coastal sage scrub is composed of a variety of soft, low, aromatic shrubs, characteristically dominated by drought-deciduous species—such as California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), and sages (*Salvia* spp.)—with scattered evergreen shrubs, including lemonadeberry (*Rhus integrifolia*) and laurel sumac (*Malosma laurina*). An approximately 40-meter-wide strip of coastal sage scrub is present, which reaches from the northwestern to the southeastern border of the site but is bisected by the developed access road/driveway. Diegan coastal sage scrub vegetation within the project site is dominated by California sagebrush.

Non-Native Grassland

Non-native grassland consists of dense to sparse cover of annual grasses with flowering culms between 0.5 to 3 feet in height (Oberbauer et al. 2008). In San Diego County, the presence of wild oat, bromes, stork's bill, and mustard are common indicators. Non-native grassland comprises most of the southern portion of the project site, dominated by wild oat (*Avena fatua*), ripgut brome (*Bromus diandrus*), and redstem stork's bill (*Erodium cicutarium*). Other species observed include shortpod mustard and common ragweed (*Ambrosia psilostachya*) and some scattered California buckwheat. The tenant who lives on the site stated that this area is mowed yearly.

Disturbed Habitat

Disturbed habitats are areas that have been physically disturbed and are no longer recognizable as a native or naturalized vegetation association (Oberbauer et al. 2008). A relatively small area of disturbed habitat is located in the northeastern section of the proposed project site, in addition to small sections in the southwestern and southeastern corners of the project site. Within the project site, disturbed habitat represents an area dominated by invasive herbaceous weedy species such as shortpod mustard (*Hirschfeldia incana*) and wild radish (*Raphanus raphanistrum*).

Urban/Development

Urban/developed refers to areas that have been constructed on or disturbed so severely that native vegetation is no longer supported. Within the project site, urban/developed refers to a home with associated structures and a yard with ornamental vegetation.

Non-native Riparian

Non-native riparian refers to densely vegetated riparian thickets dominated by non-native, invasive species, and is typically found near rivers and streams. Within this community, non-native, invasive species account for greater than 50% of the total vegetation cover within a mapping unit. Within the project site, non-native riparian consists of a large stand of Himalayan blackberry (*Rubus armeniacus*).

Southern Arroyo Willow Riparian Forest

Southern arroyo willow riparian forest is a winter-deciduous riparian forest dominated by broad-leafed trees and arroyo willow (*Salix lasiolepis*). Typically, it consists of a moderately tall, closed, or nearly closed canopy, with an understory of shrubby willows (Oberbauer et al. 2008). Within the project site, this community is dominated by willow trees including arroyo willow (*Salix lasiolepis*), with associated western sycamore (*Platanus racemosa*), Mexican fan palm (*Washingtonia robusta*), and an understory of poison oak and non-native ivy (*Hedera helix*).

Riparian Forest (Disturbed)

Riparian forest contains a mixture of native and non-native riparian species including arroyo willow (*Salix lasiolepis*), hickory (*Carya illinoensis*), and sycamore (*Platanus racemosa*), with non-native palm trees, Himalayan blackberry, English ivy (*Hedera helix*), and poison oak (*Toxicodendron diversilobum*) scattered throughout. Of the six species observed in the tree/ shrub layer, three were native and three were non-native. Of the nine species observed in the understory, all were non-native. Overall, the polygon is dominated by non-native species and is therefore mapped as disturbed riparian forest.

Non-vegetated Channel

Non-vegetated channel is the sandy, gravelly, or rocky fringe of waterways or flood channels that is unvegetated on a relatively permanent basis. Vegetation may be present but is usually less than 10% total cover and grows on the outer edge of the channel. A stream runs through the northeastern portion of the project site, which ultimately empties into Guajome Lake, located roughly 0.5 miles northwest of the site within Guajome Regional Park.

Floral Diversity

A total of 107 plants were observed during the 2022 surveys, including 60 native (56%) and 47 non-native (44%) species. A cumulative list of plant species observed by Dudek during all surveys is presented in Appendix A, Plant Compendium, of Appendix C to this EIR. Latin and common names for plant species with a CRPR follow the CNPS On-Line Inventory of Rare, Threatened, and Endangered Plants of California (CNPS 2022). For plant species without a CRPR, Latin names follow the Jepson Interchange List of Currently Accepted Names of Native and Naturalized Plants of California (Jepson Flora Project 2020), and common names follow the California Natural Community list (CDFW 2022) or the U.S. Department of Agriculture Natural Resources Conservation Service Plants Database (USDA 2024).

Special-Status Plants

Endangered, rare, or threatened plant species, as defined in California Environmental Quality Act (CEQA) Guidelines Section 15380(b) (14 CCR 15000 et seq.), are referred to as “special-status plant species” in this report and include (1) endangered or threatened plant species recognized in the context of the California Endangered Species Act (CESA) and the federal Endangered Species Act (FESA), and (2) plant species with a CRPR of 1 through 3 (CNPS 2022).

Special-status plant survey was conducted for the project site on March 23, 2022, and July 7, 2022 to determine the presence or absence of special-status plant species. A list of potentially occurring plants was generated as part of the literature review (see Appendix C). Appendix C provides a list of all special-status plant species with their habitat requirements and potential to occur on the project site. It also provides evaluations for each of the special-status species’ occurrence in the vicinity of the project site and its potential to occur in the project area based on known range, habitat associations, preferred soil substrate, life form, elevation, and blooming period.

No special-status plants were observed during focused surveys in 2022. Based on a review of the potential species to occur within the region, the habitat conditions identified for the project site, and the results of focused botanical surveys conducted within the project site, no special-status plant species have a potential to occur within the project site (Appendix C).

Wildlife Diversity

A total of 48 wildlife species were observed during 2022 surveys, including 39 birds, 3 invertebrates, 4 mammals, 1 reptile, and 1 amphibian. All wildlife species observed or detected during the surveys were recorded and are presented in Appendix C, Wildlife Compendium. Latin and common names of animals follow Crother (2017) for reptiles and amphibians, American Ornithological Society (AOS 2020) for birds, Wilson and Reeder (2005) for mammals, and North American Butterfly Association (NABA 2016) or San Diego Natural History Museum (SDNHM 2002) for butterflies.

Special-Status Wildlife

Species defined as “special-status wildlife species” in this report include endangered and threatened wildlife species recognized in the context of CESA and FESA; Species of Special Concern assigned by CDFW to species whose population levels are declining, have limited ranges, and/or are vulnerable to extinction due to continuing threats; Fully Protected species protected by CDFW and Watch List species candidates for higher sensitivity statuses; and Birds of Conservation Concern designated by USFWS to migratory and non-migratory bird species that adhere to the 1988 amendment to the Fish and Wildlife Conservation Act that mandates USFWS to “identify species, subspecies, and populations of all migratory nongame birds that, without additional conservation actions, are likely to become candidates for listing under the Federal Endangered Species Act of 1973” (USFWS 2021).

The following special-status species were observed within the project site: Cooper’s hawk (*Accipiter cooperii*), white-tailed kite (*Elanus leucurus*), yellow warbler (*Setophaga petechia*) and Coastal California gnatcatcher. Appendix C lists the special-status wildlife species known to occur within vicinity, as well as the special-status wildlife species known to occur within vicinity.

Focused surveys confirmed the presence of one gnatcatcher pair that successfully nested within the Diegan coastal sage scrub on site, with three fledglings observed with the adult pair during the final two site visits. Appendix C includes the 2022 Focused Coastal California Gnatcatcher Survey Report for the Proposed Guajome Crest Project.

No coastal California gnatcatchers were detected outside of the Diegan coastal sage scrub, despite surveys overlapping with both the breeding season and dispersal season. The non-native grassland is mowed annually, and the overall height of the grasses, forbs, and scattered shrubs are likely too short to provide adequate habitat for foraging opportunities. The lack of suitable vegetation may deter the gnatcatchers from using this area during foraging and/or dispersal.

Although no least Bell’s vireos were detected within the project site during the 2022 protocol surveys, they were detected in June and July within the riparian habitat off site and immediately west of the project, within 500 feet. Given the appropriate habitat within the project area, there is a high potential for this species to utilize the riparian habitat on site.

Jurisdictional Aquatic Resources

Based on the aquatic resource delineation, 0.17 acres of non-wetland waters potentially regulated by USACE were delineated within the project site (Table 4.3-2). The non-wetland water feature within the project site may be regulated by USACE given its downstream connection to a traditional navigable water (the Pacific Ocean). This aquatic feature may also be regulated by the RWQCB.

It is likely that CDFW will regulate the streambed and bank, as well as all contiguous riparian habitat associated with the streambed (southern arroyo willow forest). The non-native riparian habitat consists of invasive blackberry that has developed on top of an old fill pile. The area is higher than the surrounding riparian habitat and isn’t functioning as part of the riparian corridor. Therefore, the non-native riparian would likely not be regulated by CDFW as associated riparian habitat. Disturbed riparian forest also occurs within the project area. The disturbed riparian forest polygon is located upslope, with a steep vertical separation from the channel area, and is not contiguous to the channel’s riparian zone due to separation by a road, house, shed, old cars and piles of trash. It does not represent a portion of the stream channel’s riparian zone that is uninterrupted by development, human disturbance, and is not directly adjacent the active floodplain. Because the polygon is not contiguous with the riparian corridor associated with the stream channel, it is not considered CDFW jurisdictional associated riparian habitat. In total, the proposed project site contains 3.19 acres of CDFW streambed, bank, and associated riparian habitat (Table 4.3-2).

Table 4.3-2. Jurisdictional Aquatic Resource Summary

| Regulating Agency | Jurisdictional Resource | Acres |
|-------------------|---|-------|
| USACE/RWQCB | Non-Wetland Waters | 0.17 |
| Total USACE/RWQCB | | 0.17 |
| CDFW | Streambed | 0.32 |
| | Riparian Habitat – Southern Arroyo Willow Riparian Forest | 2.87 |
| Total CDFW* | | 3.19 |

Source: Appendix C, Biological Technical Report.
Notes: USACE = U.S. Army Corps of Engineers; RWQCB = Regional Water Quality Control Board; CDFW = California Department of Fish and Wildlife.
* Numbers may not sum due to rounding.

Wildlife Corridors/Habitat Linkages

The project site is located outside of the Wildlife Corridor Planning Zone designated by the Subarea Plan (City of Oceanside 2010). The site is surrounded by development, which limits movement of larger mammals. Although

relatively isolated from large undeveloped areas and other preserves, the Diegan coastal sage scrub supports coastal California gnatcatcher and likely serves as a stepping-stone for dispersing individuals, as well as habitat for the resident pairs. The Diegan coastal sage scrub also supports a variety of birds, reptiles, invertebrates, and small mammals commonly found in upland scrub. In addition, the riparian habitat on site provides potential foraging and nesting opportunities for least Bell's vireo. This habitat may also serve as a stepping-stone for this species.

Urban-adapted species observed or that could commonly occur in the non-native grassland and disturbed areas in the lowlands include California ground squirrel (*Spermophilus [Otospermophilus] beecheyi*), desert cottontail (*Sylvilagus audubonii*), western fence lizard (*Sceloporus occidentalis*), common side-blotched lizard (*Uta stansburiana*), horned lark (*Eremophila alpestris*), American crow (*Corvus brachyrhynchos*), house finch (*Haemorrhous mexicanus*), and California towhee (*Melospiza crissalis*).

Regional Resource Planning Context

Subarea Plan Buffers

Per Section 5.2.4 of the Subarea Plan (City of Oceanside 2010), a 50-foot-wide biological buffer and a 50-foot planning buffer are recommended from the southern edge of the and southern willow riparian forest. This 100-foot-wide buffer is shown on Figure 7 of Appendix C, Proposed Project Impacts to Biological Resources, and the existing vegetation communities that overlap with each buffer is provided in Table 4.3-3, Vegetation Communities/Land Covers Within the Subarea Plan Buffers.

Table 4.3-3. Vegetation Communities/Land Covers Within the Subarea Plan Buffers

| Vegetation Community/ Land Cover | Area of Vegetation Community/Land Cover (acres) | | |
|-------------------------------------|---|----------------------------|-------------|
| | 50-Foot Biological Buffer | 50-Foot Planning Buffer | Total |
| Coastal sage scrub | 0.57 | 1.23 | 1.80 |
| Non-native grassland | 0.06 | 0.06 | 0.12 |
| Riparian forest (disturbed) | 0.06 | 0.19 | 0.25 |
| Development | 0.35 | 0.55 | 0.90 |
| Total^a | 1.04 | 2.03 | 3.07 |

Note:

Totals may not sum precisely due to rounding.

As described in Section 5.6, Potential Jurisdictional Aquatic Resources, the disturbed riparian forest has been excluded from CDFW jurisdiction. The disturbed riparian forest polygon is located upslope, with a steep vertical separation from the channel area, and is not contiguous to the channel's riparian zone due to separation by a road, house, shed, old cars and piles of trash. It does not represent a portion of the stream channel's riparian zone that is uninterrupted by development, human disturbance, and is not directly adjacent the active floodplain. Because the polygon is not contiguous with the riparian corridor associated with the stream channel, it is not considered CDFW jurisdictional associated riparian habitat. Per Section 5.2.4 of the Subarea Plan, wetland communities within the City include those regulated by CDFW and USACE. Because the disturbed riparian is not likely to be regulated by CDFW and is does not contain the requisite wetlands indicators to be regulated by USACE, this polygon is not included within the outer edge of riparian habitat for purposes of identifying the required biological and planning buffers for the project.

Subarea Plan Designed Preserve

The northern portion of the proposed project site overlaps with a hardline preserve zone as defined within the Subarea Plan (Figure 3). As discussed in Section 2.3 of this report, the Subarea Plan has been prepared and is used as a guidance document for development projects in the City, but it has not been approved or permitted (City of Oceanside 2010). Although the Subarea Plan is not approved, the City encourages project applicants to abide by the guiding principles of the plan when designing projects, including the avoidance of designated preserve areas. However, the Subarea Plan does acknowledge that areas of designated preserve can overlap with private ownership; therefore, the boundaries of the preserve may be revised on a project-by-project basis.

4.3.2 Regulatory Setting

Federal

Endangered Species Act

FESA (1973; 16 USC 1531 et seq.), as amended, is administered by USFWS for most plant and animal species, and by the National Oceanic and Atmospheric Administration National Marine Fisheries Service for certain marine species. This legislation is intended to provide a means to conserve the ecosystems upon which endangered and threatened species depend and provide programs for the conservation of those species, thus preventing extinction of plants and wildlife. FESA defines an endangered species as “any species that is in danger of extinction throughout all or a significant portion of its range.” A threatened species is defined as “any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.” Under FESA, it is unlawful to take any listed species, and “take” is defined as, “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.”

FESA allows for the issuance of incidental take permits for listed species under Section 7, which is generally available for projects that also require other federal agency permits or other approvals, and under Section 10, which provides for the approval of habitat conservation plans on private property without any other federal agency involvement. Upon development of a habitat conservation plan, USFWS can issue incidental take permits for listed species. The project site does not overlap with any critical habitat for FESA species.

Clean Water Act

Pursuant to Section 404 of the Clean Water Act, USACE regulates the discharge of dredged and/or fill material into “waters of the United States.” The term “wetlands” (a subset of waters of the United States) is defined in Title 33 of the Code of Federal Regulations, Section 328.3(b), as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.” In the absence of wetlands, the limits of USACE jurisdiction in non-tidal waters, such as intermittent streams, extend to the “ordinary high water mark,” which is defined in 33 CFR 328.3(c)(7) as “that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.”

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) was originally passed in 1918 as four bilateral treaties, or conventions, for the protection of a shared migratory bird resource. The primary motivation for the international negotiations was to stop the “indiscriminate slaughter” of migratory birds by market hunters and others. Each of the treaties protects selected species of birds and provides for closed and open seasons for hunting game birds. The MBTA protects over 800 species of birds and prohibits the take of any migratory bird or any part, nest, or eggs of any such bird. Under the MBTA, “take” is defined as pursuing, hunting, shooting, capturing, collecting, or killing, or attempting to do so (16 USC 703 et seq.). In December 2017, Department of the Interior Principal Deputy Solicitor Jorjani issued a memorandum (M-37050) that interprets the MBTA to prohibit only intentional take. Unintentional or accidental take is not prohibited (DOI 2017). Additionally, Executive Order 13186, Responsibilities of Federal Agencies to Protect Migratory Birds, requires that any project with federal involvement address impacts of federal actions on migratory birds with the purpose of promoting conservation of migratory bird populations (66 FR 3853–3856). The Executive Order requires federal agencies to work with USFWS to develop a memorandum of understanding. USFWS reviews actions that might affect these species.

Two species of eagles that are native to the United States, the bald eagle (*Haliaeetus leucocephalus*) and golden eagle (*Aquila chrysaetos*), were granted additional protection within the United States under the Bald and Golden Eagle Protection Act (16 USC 668–668d) to prevent the species from becoming extinct.

State

California Fish and Game Code

Sections 3511 (birds), 4700 (mammals), 5050 (reptiles and amphibians), and 5515 (fish) of the California Fish and Game Code provide that designated fully protected species may not be taken or possessed without a permit. Incidental take of these species is not authorized by law.

Pursuant to Section 3503.5 of the California Fish and Game Code, it is unlawful to take, possess, or destroy any birds of prey; or to take, possess, or destroy any nest or eggs of such birds. Birds of prey refer to species in the orders Falconiformes and Strigiformes.

Nests of all other birds (except English sparrow [*Passer domesticus*] and European starling [*Sturnus vulgaris*]) are protected under Sections 3503 and 3513 of the California Fish and Game Code.

Pursuant to Section 1602 of the California Fish and Game Code, CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. Diversion, obstruction, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife requires authorization from CDFW by means of entering into an agreement pursuant to Section 1602 of the California Fish and Game Code.

California Endangered Species Act

CDFW administers CESA, which prohibits the “take” of plant and animal species designated by the California Fish and Game Commission as endangered or threatened in the State of California. Under CESA Section 86, take is defined as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” CESA Section 2053 stipulates that state agencies may not approve projects that will “jeopardize the continued existence of any

endangered species or threatened species, or result in the destruction or adverse modification of habitat essential to the continued existence of those species, if there are reasonable and prudent alternatives available consistent with conserving the species or its habitat which would prevent jeopardy.”

CESA defines an endangered species as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease.” CESA defines a threatened species as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the [California Fish and Game] Commission as rare on or before January 1, 1985, is a threatened species.” A candidate species is defined as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the Commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the Commission has published a notice of proposed regulation to add the species to either list.” CESA does not list invertebrate species.

CESA authorizes the taking of threatened, endangered, or candidate species if take is incidental to otherwise lawful activity and if specific criteria are met. These provisions also require CDFW to coordinate consultations with USFWS for actions involving federally listed species that are also state-listed species. In certain circumstances, CESA allows CDFW to adopt a CESA incidental take authorization as satisfactory for CEQA purposes based on finding that the federal permit adequately protects the species and is consistent with state law.

A CESA permit may not authorize the take of “fully protected” species that are protected in other provisions of the California Fish and Game Code, discussed further below.

Porter–Cologne Water Quality Control Act

The Porter–Cologne Water Quality Control Act (Porter–Cologne Act) protects water quality and the beneficial uses of water. It applies to surface water and groundwater. Under this law, the State Water Resources Control Board develops statewide water quality plans, and the RWQCBs develop regional basin plans that identify beneficial uses, water quality objectives, and implementation plans. The RWQCBs have the primary responsibility to implement the provisions of statewide plans and basin plans. Waters regulated under the Porter–Cologne Act include isolated waters that are not regulated by USACE. RWQCBs regulate discharging waste, or proposing to discharge waste, within any region that could affect a “water of the state” (California Water Code, Section 13260[a]). Waters of the state are defined as “any surface water or groundwater, including saline waters, within the boundaries of the state” (California Water Code, Section 13050[e]). Developments with impacts on jurisdictional waters must demonstrate compliance with the goals of the Porter–Cologne Act by developing stormwater pollution prevention plans, standard urban stormwater mitigation plans, and other measures to obtain a Clean Water Act Section 401 certification. If a Clean Water Act Section 404 permit is not required for the project, the RWQCB may still require a permit (i.e., Waste Discharge Requirement) for impacts to waters of the state under the Porter–Cologne Act.

California Environmental Quality Act

CEQA (California Public Resources Code, Section 21000 et seq.) and the CEQA Guidelines (14 CCR 15000 et seq.) require identification of a project’s potentially significant impacts on biological resources and feasible mitigation measures and alternatives that could avoid or reduce significant impacts. CEQA Guidelines Section 15380(b)(1)

defines endangered animals or plants as species or subspecies whose “survival and reproduction in the wild are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, disease, or other factors” (14 CCR 15000 et seq.). A rare animal or plant is defined in CEQA Guidelines Section 15380(b)(2) as a species that, although not currently threatened with extinction, exists “in such small numbers throughout all or a significant portion of its range that it may become endangered if its environment worsens; or ... [t]he species is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and may be considered ‘threatened’ as that term is used in the federal Endangered Species Act.” Additionally, an animal or plant may be presumed to be endangered, rare, or threatened if it meets the criteria for listing, as defined further in CEQA Guidelines Section 15380(c). CEQA also requires identification of a project’s potentially significant impacts on riparian habitats (such as wetlands, bays, estuaries, and marshes) and other sensitive natural communities, including habitats occupied by endangered, rare, and threatened species.

In Title 14 of the California Code of Regulations (CCR), Section 1.72 (14 CCR, Section 1.72), CDFW defines a “stream” (including creeks and rivers) as “a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having surface or subsurface flow that supports or has supported riparian vegetation.”

In 14 CCR 1.56, CDFW’s definition of “lake” includes “natural lakes or man-made reservoirs.” Diversion, obstruction, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake that supports fish or wildlife requires authorization from CDFW by means of entering into an agreement pursuant to Section 1602 of the California Fish and Game Code.

CDFW recognizes that all plants with CRPR 1A, 1B, 2, and some ranked 3, of the CNPS Rare Plant Inventory in California (CNPS 2022) may meet the criteria for listing as threatened or endangered and should be considered under CEQA (CDFW 2022). Some of the CRPR 3 and 4 plants meet the criteria for determination as “rare” or “endangered” as defined in Section 1901, Chapter 10 (Native Plant Protection Act), Division 2 of the California Fish and Game Code, and Section 2062 and Section 2067, Chapter 1.5 (CESA), Division 3. Therefore, consideration under CEQA for these CRPR 3 and 4 species is strongly recommended by CNPS (CNPS 2022).

For purposes of this report, animals considered “rare” under CEQA include endangered or threatened species, Birds of Conservation Concern (USFWS 2021), California Species of Special Concern (CDFW 2022a), and fully protected species.

Section IV, Appendix G (Environmental Checklist Form) of the CEQA Guidelines (14 CCR 15000 et seq.) requires an evaluation of impacts to “any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game [now CDFW] or the U.S. Fish and Wildlife Service.”

Local

North County Multiple Habitat Conservation Program

The North County Multiple Habitat Conservation Program (MHCP) is a long-term regional conservation plan established to protect sensitive species and habitats in northern San Diego County. The MHCP is divided into seven Subarea Plans—one for each jurisdiction within the MHCP—that are permitted and implemented separately from one another. The City of Carlsbad is the only city under the MHCP that has an approved and permitted Subarea Plan. The Subarea Plan was prepared in 2010 but has not been adopted by the City Council (City of Oceanside 2010). The City uses the Subarea Plan as a guidance document for development projects in the City and will

continue to implement the key goals of the Subarea Plan until the Vital and Sustainable Resources Element is adopted as part of the General Plan Update.

City of Oceanside Draft Subarea Plan

The overall goal of the Subarea Plan is to contribute to regional biodiversity and the viability of rare, unique, or sensitive biological resources throughout the City and the larger region while allowing public and private development to occur consistent with the City's General Plan and Capital Improvement Program. In addition, the plan calls for the conservation of 90% to 100% of all hardline conservation areas; conservation of a minimum of 2,511 acres of existing native habitats as a biological preserve in the City; conservation of a minimum of 95% of rare and narrow endemic species populations within the preserve and a minimum of 80% throughout the City as a whole; and restoration of a minimum of 164 acres of coastal sage scrub habitat within the City, of which 145 acres will be within a wildlife corridor planning zone. Parcels within the wildlife corridor planning zone contribute to the north-south regional gnatcatcher stepping-stone corridor. Although the Subarea Plan is used as a guidance document for development projects in the City, the Subarea Plan has not been adopted by the Oceanside City Council, and incidental take authority has therefore not been transferred to the City from USFWS and CDFW.

The Subarea Plan identifies undeveloped lands within the City where conservation and management will achieve the Subarea Plan's biological goals while minimizing adverse effects on lands uses, economics, or private property rights. In addition, the Subarea Plan establishes preserve planning zones, the existing biological conditions and goals of which were used as foundations for their designation; however, the zones are defined for effective implementation of the Subarea Plan. Brief descriptions of the preserve planning zones are provided below:

- **Wildlife Corridor Planning Zone.** The Wildlife Corridor Planning Zone extends from U.S. Marine Corps Base Camp Pendleton south to Buena Vista Creek. This zone varies in width from 1 to 2 miles along most of its length and is centered roughly on El Camino Real and the associated San Diego Gas & Electric Company electric transmission corridor. It encompasses those habitat parcels that potentially contribute to the north-south, regional gnatcatcher stepping-stone corridor, recognizing that existing Preserve lands north of the San Luis Rey River complete the stepping-stone corridor connection to U.S. Marine Corps Base Camp Pendleton. The project site is located outside of the Wildlife Corridor Planning Zone. However, the Subarea Plan has specific standards for wildlife road crossings. For example, new roads or improvements to existing roads must include wildlife crossing improvements to accommodate safe animal movement between occupied habitats on either side of the road. Any new road should be located in the least environmentally damaging location.
- **Pre-Approved Mitigation Areas.** These areas represent land areas that have significant resource value and therefore will qualify for on-site mitigation credit. Development is allowed in pre-approved mitigation areas, subject to planning guidelines to avoid, minimize, and fully mitigate impacts. The project site is not located within a pre-approved mitigation area.
- **Agricultural Exclusion Zone.** This zone includes lands north of the San Luis Rey River that are planned for agricultural uses under the Oceanside General Plan. Ongoing agricultural practices may continue in this area as long as they do not remove existing natural habitats. The project site is not located within an agricultural exclusion zone.
- **Off-Site Mitigation Zone.** This zone includes all other parcels within the City that support natural vegetation outside of the Wildlife Corridor Planning Zone, agriculture exclusion zone, and coastal zone. The off-site mitigation zone includes several pre-approved mitigation areas. The project site is not located within an off-site mitigation zone.

- **Coastal Zone.** This zone includes all areas within the City's coastal zone where the federal Coastal Zone Management Act and California Coastal Act policies apply. The project site is not located within the coastal zone.

In addition to preserve planning zones, the Subarea Plan also identifies specific "hardline" and "softline" preserves. Generally, hardline preserves are areas that are already preserved to Subarea Plan standards and softline preserves are areas specifically targeted for preservation through application of Subarea Plan standards and policies. The Subarea Plan describes hardline preserves as areas specifically targeted for future preservation through the application of the Subarea Plan standards and policies. Preserve areas within the Subarea Plan area prohibit the following land uses: all forms of development, agricultural uses, active recreation, mineral extraction, landfills, itinerant worker camps, roads or other transportation facilities, most flood control projects, and brush control or fuel management, except for existing firebreaks that must be maintained for safety reasons within 100 feet of existing buildings (City of Oceanside 2010). Any implementation of these prohibited land uses within the preserve would require written concurrence from the City and CDFW and USFWS (the wildlife agencies) through an amendment process. Conditionally allowed land uses in preserve areas include passive recreation (i.e., hiking, birdwatching, and fishing); utility projects that include full restoration of temporarily impacted habitat, flood control, or siltation basins that support natural vegetation and habitat value; and maintenance of existing firebreaks adjacent to existing buildings. The northern portion of the project site overlaps with a hardline preserve zone as defined within the Subarea Plan.

Biological Buffers

Biological buffers generally refer to an area that extends perpendicularly into upland areas from the delineated edge of wetland or riparian areas. Biological buffer areas establish an upland zone adjacent to wetlands designed to avoid and minimize indirect effects on wetland functions (e.g., species habitat, water quality maintenance, flood capacity). Under Section 5.2.4 of the Subarea Plan (City of Oceanside 2010):

Wherever development or other discretionary actions are proposed in or adjacent to riparian habitats (not including the San Luis Rey River), the riparian area and other wetlands or associated natural habitats shall be designated as biological open space and incorporated into the Preserve. In addition, a minimum 50-foot biological buffer, plus a minimum 50-foot planning buffer (total width of both equals 100 feet) shall be established for upland habitats, beginning at the outer edge of riparian vegetation. The planning buffer serves as an area of transition between the biological buffer and specified land uses on adjoining uplands. Foot paths, bikeways, and passive recreational uses may be incorporated into planning buffers, but buildings, roads, or other intensive uses are prohibited. The following uses are prohibited in the 50-foot biological buffer: (1) new development, (2) foot paths, bikeways, and passive recreational uses not already planned, and (3) fuel modification activities for new development. In the event that natural habitats do not currently (at the time of proposed action) cover the 50-foot buffer area, native habitats appropriate to the location and soils shall be restored as a condition of project approval. In most cases, coastal sage scrub vegetation shall be the preferred habitat to restore within the biological buffer.

However, because the Subarea Plan has not been adopted by the City, these buffers and setbacks are subject to reduction based on approval from the City and the wildlife agencies.

City of Oceanside General Plan

The City's General Plan Land Use Element contains environmental resource management objectives and policies pertaining to biological resources (City of Oceanside 1989). Applicable objectives and policies include the following:

Vegetation and Wildlife Habitats, Objective: Recognition and preservation of significant areas with regard to vegetation and wildlife habitats.

Policy 3.11A: A biological survey report, including a field survey, shall be required for a proposed project site if the site is largely or totally in a natural state or if high interest species of plants or animals have been found on nearby properties.

Policy 3.11B: Where appropriate, the City shall apply open space land use designations and open space zoning to areas of significant scenic, ecological, or recreational value.

Policy 3.11C: In areas where vegetation or wildlife habitat modification is inevitable, mitigation and/or compensatory measures such as native plant restoration, land reclamation, habitat replacement, or land interest donation would be considered.

Policy 3.11D: Areas containing unique vegetation or wildlife habitats shall receive a high priority for preservation.

Policy 3.11E: Specific plans shall be developed in conjunction with regional and County agencies where appropriate, for areas where there is occurrence of endangered or threatened species.

The Environmental Resource Management Element of the City's General Plan also contains long-range policy direct and action programs with respect to biological resources. The Environmental Resource Management Element contains a workable program designed to conserve natural resources and preserve open space. The long-range policy direction for biological resources is (City of Oceanside 1975):

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

4.3.3 Thresholds of Significance

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

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

- c. 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.
- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.3.4 Impacts Analysis

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

Direct impacts are those that result in the direct removal of a biological resource through clearing, grubbing, and/or grading. These impacts are further classified as temporary or permanent: temporary impacts primarily result from staging or work areas outside of the permanent footprint that will be restored to its pre-project conditions and permanent impacts refer to the buildings, roads, and other permanent structures. As shown on Figure 9 of Appendix C, no temporary impacts are proposed; permanent impacts would occur in all areas of the biological study area (i.e., project site).

Indirect impacts primarily result from adverse “edge effects” as either short-term indirect impacts related to construction activities or long-term indirect impacts associated with the proximity of a development to natural areas.

Cumulative impacts refer to incremental individual environmental effects of two or more projects when considered together. These impacts taken individually may be minor but collectively significant as they occur over a period of time. Cumulative biological impacts are discussed in Chapter 6 of this EIR, Cumulative Effects.

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

As described in Section 4.3.1.1, potential project impacts were evaluated based on examination of the proposed project plans within the context of the biological resources documented during the field surveys and those biological resources known to occur or assessed as having a likely potential to occur in the project area.

Direct Impacts

Special-Status Vegetation Communities

Direct project impacts to vegetation are shown in Table 4.3-4. All biological resources within the impact footprint are considered directly and permanently impacted. Figure 7 in Appendix C illustrates the distribution of biological resources on the project site and the extent of the proposed impacts.

Table 4.3-4. Permanent Impacts to Vegetation Communities and Land Covers

| Vegetation/Land Cover Type | Impacts (Acres) | | Total Impacts (Acres) ^a | Mitigation | | On-site Avoidance |
|---------------------------------|-----------------|----------------------------------|------------------------------------|--------------------|----------------|-------------------|
| | Development | Improvement of Guajome Lake Road | | Ratio ^b | Acres Required | |
| Diegan coastal sage scrub | 1.25 | N/A | 1.25 | 2:1 | 2.5 | 0.95 |
| Non-native grassland | 8.29 | N/A | 8.29 | 0.5:1 | 4.14 | 0.55 |
| Non-native riparian | N/A | N/A | N/A | N/A | N/A | 0.58 |
| Non-native channel | N/A | N/A | N/A | N/A | N/A | 0.32 |
| Riparian forest (disturbed) | N/A | N/A | N/A | N/A | N/A | 0.30 |
| Southern willow riparian forest | N/A | N/A | N/A | N/A | N/A | 2.87 |
| Urban/developed | 0.69 | 0.19 | 0.87 | N/A | 0 | 0.55 |
| Disturbed Habitat | 0.09 | 0.12 | 0.21 | N/A | 0 | 0.36 |
| Total^b | 10.31 | 0.31 | 10.62 | – | 6.64 | 6.48 |

Source: Appendix C, Biological Technical Resources.

Notes: N/A = not applicable.

^a Acreages may not sum precisely due to rounding.

^b Per Table 5-2, Mitigation Standards for Impacts to Natural Vegetation and Habitat, in the Subarea Plan (City of Oceanside 2010). Impacts to coastal sage scrub in the Coastal Zone and Agency approved areas of the Off-site Mitigation Zone shall be mitigated at a 2:1 ratio.

Of the approximately 16.78-acre project site, the proposed project would result in direct permanent impacts to 10.31 acres, of which an additional 0.31 acres is associated with off-site improvements to Guajome Lake Road (10.62 acres total). Of the 10.62 acres of impacts, 9.54 acres are to sensitive vegetation communities and include 1.25 acres of impacts to coastal sage scrub and 8.29 acres of impacts to non-native grassland. Off-site impacts are limited to developed and disturbed areas.

Direct permanent impacts to non-native grassland and coastal sage scrub communities would be significant absent mitigation (**Impact BIO-1**). Impacts to these vegetation communities require mitigation per Table 5-2, Mitigation Standards for Impacts to Natural Vegetation and Habitat, in the Subarea Plan (City of Oceanside 2010). The permanent loss of these vegetation communities shall be mitigated to less than significant through the creation of coastal sage scrub within an off-site mitigation site, Quarry Creek (**MM-BIO-1**). Impacts to non-native grassland will be mitigated through the creation of coastal sage scrub at a 0.5:1 mitigation ratio. Although the 2:1 mitigation for coastal sage scrub is less than the 3:1 suggested in the Subarea Plan, the site is located within the Off-site Mitigation Zone, which requires a 2:1 mitigation (City of Oceanside 2010). Implementation of this mitigation measure would reduce potential direct, permanent impacts to sensitive vegetation communities to less than significant. Although not proposed for mitigation, the project does avoid impacts to 6.48 acres of the project site, which includes riparian areas, coastal sage scrub, and non-native grassland, as well as disturbed and developed areas. As a project design feature, this area will be managed by the Home Owners Association to ensure that there is no trespassing into the natural habitat and that the area is kept free of trash. Therefore, impact would be **less than significant with mitigation incorporated**.

Special-Status Plant Species

Focused rare plant species surveys were conducted during spring and summer blooming periods in 2022 to determine the full extent of flora within the project site. No special-status plants were identified within the project site. Therefore, there would be no direct impacts to special-status plant species.

Special-Status Wildlife Species

The undeveloped riparian habitats within the project site have the potential to support least Bell's vireo and white-tailed kite. White-tailed kite was observed on site, and least Bell's vireo was observed foraging in off-site habitat. The coastal sage scrub habitat on site supports nesting coastal California gnatcatcher. The proposed project would not result in the direct loss of any riparian habitat that is known to support least Bell's vireo or white-tailed kite but would result in the permanent loss of 1.25 acres of habitat utilized by coastal California gnatcatcher and 8.29 acres of potential foraging habitat for white-tailed kite (**Impact BIO-2**). Direct impacts to this habitat would be mitigation through implementation of **MM-BIO-1**, which would provide for the preservation of high-value habitat at a conservation bank.

To further ensure that special-status wildlife are not impacted by initial clearing/grubbing, **MM-BIO-3** through **MM-BIO-10** would be implemented, which would involve temporary construction fencing, environmental awareness training, breeding season avoidance, BMPs for construction, and nesting bird surveys and avoidance measures. Because the Oceanside Subarea has not been adopted, take of habitat for coastal California gnatcatcher would need to be granted through the Section 10 consultation process with the USFWS (**MM-BIO-11**). Implementation of **MM-BIO-1** through **MM-BIO-11** would reduce impacts to special-status species, and impacts would be **less than significant with mitigation incorporated**.

Indirect Impacts

Special-Status Vegetation Communities

Indirect impacts to vegetation during construction may include dust, which could disrupt plant vitality in the short term; construction-related soil erosion; and runoff (**Impact BIO-3**). Implementation of industry-standard construction and stormwater best management practices (BMPs), including dust control, erosion control, and water quality protection, would be required for the project to obtain a grading permit. Implementation of these dust, erosion control, and water quality protection measures during construction, including consistency with the Construction General Permit Order 2009-009-DWQ, would reduce any potential short-term indirect impacts on adjacent vegetation communities to a level that is less than significant. In addition, the City requires that project applicants adhere to the landscaping requirements outlined in **MM-BIO-2**. Indirect impacts to special-status vegetation communities would be **less than significant with mitigation incorporated**.

Special-Status Plant Species

Indirect impacts to special-status plant species would be limited to short-term construction impacts related to erosion, runoff, and dust. All project ground-disturbing activities would be subject to the typical restrictions (e.g., BMPs) and requirements that address erosion and runoff, including those of the National Pollutant Discharge Elimination System permit program, preparation of a Stormwater Pollution Prevention Plan, and consistency with the Construction General Permit Order 2009-009-DWQ. With implementation of

these BMPs and permit conditions, potential indirect impacts to special-status plant species would be **less than significant**.

Special-Status Wildlife Species

Indirect effects to special-status wildlife species during project construction may include the generation of fugitive dust; changes in hydrology resulting from construction, including sedimentation and erosion; the release of chemical pollutants; and increased human presence. Potential indirect impacts from construction dust, erosion/sedimentation, and the release of chemical pollutants would be avoided and minimized through implementation of industry-standard construction-related BMPs, including consistency with the Construction General Permit Order 2009-009-DWQ, which would reduce these potential impacts on special-status wildlife species to a level that is less than significant. Although increased human presence during construction may result in avoidance and/or behavioral modification by wildlife in the area, this effect would be short term and is considered less than significant.

Noise generated during construction has the potential to indirectly impact adjacent special-status wildlife species by disrupting their normal activities, particularly breeding and nesting activities associated with special-status bird species. Special-status bird species, including federally and state-listed species and species protected under the MBTA and California Fish and Game Code Sections 3503–3513 and 3800–3801, may occur in habitats adjacent to the project site. Nesting birds can be affected by short-term construction-related noise, resulting in decreased reproductive success or abandonment of an area as nesting habitat. Breeding passerine and raptor species likely use the various habitats on site for nest construction and foraging. Indirect impacts from construction-related noise may occur to breeding birds if construction occurs during the breeding season (i.e., February 15 through August 31). Potential impacts, including noise, lighting, increased human presence, and vehicle traffic within the site could affect nesting birds. Pre-construction nesting bird surveys during the breeding season to avoid impacts to nesting birds in accordance with the MBTA and California Fish and Game Code are a condition of project approval. Therefore, potential indirect impacts to special-status wildlife species would be **less than significant**.

In conclusion, the project would result in potential direct impacts to special-status vegetation communities and special-status wildlife species, and would result in potential indirect impacts to special-status vegetation communities. Implementation of mitigation measures **MM-BIO-1** through **MM-BIO-11** would reduce potential impacts to a less than significant level.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

As outlined in Appendix C to this EIR, the project site currently comprises eight vegetation communities/land cover types. Non-native grassland makes up the majority of the southwestern half of the site and a narrower area along the northeastern border of the site, with developed land consisting of the residential home, associated structures, and access road to the home. The small section of the property southwest of Guajome Lake Road is mapped as disturbed habitat, as is a small area in the southeastern corner of the site. An approximately 40-meter-wide strip of coastal sage scrub is present, which reaches from the northwestern to the southeastern border of the site but is bisected by the developed access road/driveway. The remainder of the project site contains riparian habitat associated with the creek that runs through the site. The site includes approximately 2.87 acres of Southern arroyo willow riparian forest, 0.58 acres of

non-native riparian, 0.32 acres of non-vegetated channel, and 0.30 acres of riparian forest. Within the project site, non-native riparian consists of a large stand of Himalayan blackberry (*Rubus armeniacus*). Within the project site, the Southern arroyo willow riparian forest is dominated by willow trees including arroyo willow (*Salix lasiolepis*), with associated western sycamore (*Platanus racemosa*), Mexican fan palm (*Washingtonia robusta*), and an understory of poison oak and non-native ivy (*Hedera helix*). Riparian forest on-site contains a mixture of native and non-native riparian species including arroyo willow (*Salix lasiolepis*), hickory (*Carya illinoensis*), and sycamore (*Platanus racemosa*), with non-native palm trees, Himalayan blackberry, English ivy (*Hedera helix*), and poison oak (*Toxicodendron diversilobum*) scattered throughout. Finally, the stream that runs through the northeastern portion of the project site ultimately empties into Guajome Lake, located 0.5 miles northwest of the site within Guajome Regional Park.

As previously described, the undeveloped riparian habitats within the project site have the potential to support least Bell's vireo and white-tailed kite. White-tailed kite was observed on site, and least Bell's vireo was observed foraging in off-site habitat. The coastal sage scrub habitat on site supports nesting coastal California gnatcatcher. The proposed project would not result in the direct loss of any riparian habitat that is known to support least Bell's vireo or white-tailed kite but would result in the permanent loss of 1.98 acres of habitat utilized by coastal California gnatcatcher and 8.29 acres of potential foraging habitat for white-tailed kite.

Per Section 5.2.4 of the Subarea Plan (City of Oceanside 2010), a 50-foot-wide buffer biological buffer and 50-foot-wide planning buffer are recommended from the southern edge of the riparian forest and southern willow riparian forest. Additionally, project implementation of mitigation measures identified under Threshold 1 (**MM-BIO-2** and **MM-BIO-6**) would ensure that impacts to riparian habitat would be reduced to a level of less than significant. Therefore, impacts would be **less than significant with mitigation incorporated**.

c) 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?

The proposed project would not result in any impacts to resources regulated by the USACE, RWQCB or CDFW. Therefore, impacts to jurisdictional aquatic resources are determined to be **less than significant**.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The project site is located outside of the Wildlife Corridor Planning Zone designated by the Subarea Plan (City of Oceanside 2010). The site is surrounded by development to the north, west, and south, which limits movement of larger mammals. Although relatively isolated from large undeveloped areas and other preserves, the Diegan coastal sage scrub supports coastal California gnatcatcher and likely serves as a stepping-stone for dispersing individuals and habitat for the resident pairs. One pair of coastal California gnatcatchers were documented nesting on site during the 2022 surveys that could be impacted as a result of project development. Although the proposed project would result in the loss of the majority of coastal sage scrub habitat on site, the entire riparian corridor to the north of the project would remain in its current state. Therefore, the proposed project would not result in the loss of wildlife corridors or habitat linkages.

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

The City's General Plan biological policies are identified in Section 4.3.2. In accordance with General Plan Policy 3.11A, a biological technical report was completed for the project (Appendix C), and the result of its analysis has been incorporated into this EIR. The biological report includes field surveys, jurisdictional delineation, and a literature review to assess potential impacts to sensitive biological resources that would result from implementation of the proposed project. The report and associated surveys were performed in accordance with applicable plans, policies, and ordinances set forth by the Wildlife Agencies and the City, as well as current industry standards. Thus, the project is in compliance with General Plan Policy 3.11A.

General Plan Policy 3.11C requires the preservation of biological resources or, where vegetation and habitat modification is inevitable, appropriate mitigation for potential impacts. As described above, the proposed project would have potentially significant impacts to sensitive biological resources. Appropriate mitigation measures consistent with the Subarea Plan and in compliance with applicable federal, state, and local codes are required and incorporated into this EIR. Impacts would be potentially significant prior to mitigation (**Impact BIO-5**). With implementation of **MM-BIO-1** through **MM-BIO-11** outlined in Section 4.3.5 below, the project would be in compliance with General Plan Policy 3.11C.

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

The City landscape regulations require a tree survey showing all existing trees on a project site to be relocated or removed, labeled with tree type, quantities, and diameter at breast height for canopy trees and/or brown trunk height for palms. The City requires a 1:1 replacement ratio for all diameter at breast height and brown trunk height removed. As previously described, the project site as it exists is heavily disturbed and does not include any native trees in the development footprint area. As shown in Figure 3-5 in Chapter 3, Project Description, of this EIR, the project proposes a detailed landscape plan for the site. The project would not conflict with the City's landscape regulations and a tree survey would not be required.

In summary, with implementation of proposed mitigation, the proposed project would not conflict with any local policies or ordinances protecting biological resources, and impacts would be **less than significant with mitigation incorporated**.

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

The proposed project was assessed to ensure consistency with the Subarea Plan by reviewing the applicable Subarea Plan standards against the proposed project. Per Section 5.2.4 of the Subarea Plan (City of Oceanside 2010), a 50-foot-wide buffer biological buffer and 50-foot-wide planning buffer (total width of both equals 100 feet) are recommended from the southern edge of the riparian forest and southern willow riparian forest. The proposed project would overlap with 0.36 acres of the planning buffer (Table 4.3-5, Project Overlap with the Subarea Plan Buffers). Although the Subarea Plan is not currently adopted, the City encourages applicants to adhere to the Subarea Plan to the extent feasible, including no-net loss of wetlands and the preservation of adequate buffers. Although the project would not provide the

full 100-foot-wide buffer, project development has been sited to ensure all direct impacts to wetlands/riparian areas are eliminated.

Table 4.3-5. Project Overlap with the Subarea Plan Buffers

| Vegetation Community/ Land Cover | Area of Vegetation Community/Land Cover (acres) | | | | | |
|-------------------------------------|---|--------------------|------------|-------------------------|--------------------|-------------|
| | 50-Foot Biological Buffer | | | 50-Foot Planning Buffer | | |
| | Existing | Project Overlap | FMZ | Existing | Project Overlap | FMZ |
| Coastal sage scrub | 0.57 | N/A | N/A | 1.23 | 0.35 | 0.17 |
| Non-native grassland | 0.06 | N/A | N/A | 0.06 | N/A | N/A |
| Riparian forest (disturbed) | 0.06 | N/A | N/A | 0.19 | N/A | N/A |
| Developed | 0.35 | N/A | N/A | 0.55 | 0.01 | 0.17 |
| Total^a | 1.04 | N/A | N/A | 2.03 | 0.36 | 0.17 |

Notes: FMZ = fuel modification zone; N/A = not applicable.

^a Totals may not sum precisely due to rounding.

Of the 0.36 acres of overlapping development, 0.17 acres overlaps with Zone 2 fuel modification zone (FMZ), which will require the thinning of 0.16 acres of coastal sage scrub vegetation (the remaining 0.01 acres includes developed areas). The FMZ has been revised to include alternative compliance methods in order to eliminate the need to conduct thinning within the disturbed riparian forest and reduce impacts to the biological buffer. The slope in the northwest portion of the site is at an elevation that requires creation of a manufactured slope extending into the planning buffer. Portions of the FMZ overlap this area; however, drought tolerant native species could be provided as part of the landscape as long as they meet the FMZ requirements. Therefore, although FMZ is not an allowed use within this buffer per the Subarea Plan, 0.17 acres of Zone 2 FMZ could still serve to provide the buffer functions established by the Subarea Plan. In addition, fencing will be placed around the perimeter of the development to deter residents from recreating in the avoidance areas. The remaining impacts to the buffers are required in order for the project to meet its overall goals and objectives. Eliminating all development within the buffers would greatly reduce the developable acreage of the site and render the project infeasible from an economic standpoint.

The existing house located within the Subarea Plan buffer will be demolished as a part of project construction. Per Subarea Plan requirements, all areas of non-native vegetation and developed areas within the buffer will be landscaped with native vegetation (**MM-BIO-2**).

The northern portion of the project site overlaps with a hardline preserve zone as defined within the Subarea Plan (as shown in Figure 3 of Appendix C). Development of the proposed project would overlap with 0.03 acres of the proposed Subarea Plan preserve because of grading and FMZ. The project proposes to modify the current proposed preserve boundary to conform with the site design, preserving everything to the northeast of the proposed project and existing development as shown on Figure 3 in Appendix C. The design of the project would ensure that the general location, acreage, and vegetation originally planned for preservation in the Subarea Plan would remain with implementation of the proposed project.

In summary, with implementation of proposed mitigation, the proposed project would not conflict with any regional planning related to biological resources, and impacts would be **less than significant with mitigation incorporated**.

4.3.5 Mitigation Measures

The project would have potential direct and/or indirect significant impacts to vegetation communities, special-status wildlife species, potential jurisdictional resources, and wildlife corridors/habitat linkages. The following minimization and mitigation measures (**MM-BIO-1** through **MM-BIO-11**) would be implemented to reduce potential direct and indirect impacts to less than significant.

- MM-BIO-1** **Off-site Mitigation Credits.** In order to mitigate for the loss of 1.25 acres of coastal sage scrub and 8.29 acres of non-native grassland, 2.5 acres of coastal sage scrub and 4.14 acres of non-native grassland are required. The project applicant will create 6.64 acres of coastal sage scrub at the Quarry Creek mitigation site.
- MM-BIO-2** **Landscaping.** The applicant shall ensure that development landscaping adjacent to on- or off-site habitat does not include exotic plant species that may be invasive to native habitats. Exotic plant species not to be used include any species listed on the California Invasive Plant Council's (Cal-IPC) "Invasive Plant Inventory" List. This list includes such species as pepper trees, pampas grass, fountain grass, ice plant, myoporum, black locust, capeweed, tree of heaven, periwinkle, sweet alyssum, English ivy, French broom, Scotch broom, and Spanish broom. A copy of the complete list can be obtained from Cal-IPC's web site or other similar sources that may evolve over the life of this plan. In addition, landscaping should not use plants that require intensive irrigation, fertilizers, or pesticides adjacent to the Preserve and water runoff from landscaped areas should be directed away from the open space areas and contained and/or treated within the development footprint. Landscaping within the Subarea Plan buffers will consist of native species. The applicant shall ensure that development lighting adjacent to all on- or off-site habitat shall be directed away from and/or shielded so as not to illuminate native habitats.
- MM-BIO-3** **Temporary Installation Fencing.** The project applicant shall temporarily fence (with silt barriers) the limits of project impacts (including construction staging areas and access routes) to prevent additional habitat impacts and prevent the spread of silt from the construction zone into adjacent native habitats to be preserved. Fencing shall be installed in a manner that does not impact habitats to be preserved. If work occurs beyond the fenced or demarcated limits of impact, all work shall cease until the problem has been remedied to the satisfaction of the Wildlife Agencies. Any riparian/wetland or upland habitat impacts that occur beyond the approved fenced shall be mitigated at a minimum 5:1 ratio. Temporary construction fencing shall be removed upon project completion.
- MM-BIO-4** **Environmental Awareness Training.** A Workers Environmental Awareness Training Program shall be implemented with the contractor and all active construction personnel prior to construction to ensure knowledge of sensitive wildlife that may occur on site, including coastal California gnatcatcher (*Polioptila californica californica*) and least Bell's vireo (*Vireo bellii pusillus*) and their habitat, and general compliance with environmental/permit regulations and mitigation measures.

At a minimum, training shall include a discussion of the following topics: (1) the purpose for resource protection; (2) descriptions of coastal California gnatcatcher and least Bell's vireo and their habitat; (3) the mitigation measures outlined in this report that should be implemented during Project construction to conserve sensitive resources, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced area to avoid sensitive resource

areas in the field (i.e., avoided areas delineated on maps and on the Project site by fencing); (4) environmentally responsible construction practices; (5) the protocol to resolve conflicts that may arise at any time during the construction process; and, (6) the general provisions of the federal Endangered Species Act (FESA), the need to adhere to the provisions of FESA, and the penalties associated with violating FESA.

MM-BIO-5 **Work Hours.** Project construction shall occur during daylight hours. However, if temporary night work is required, night lighting shall be of the lowest illumination necessary for human safety, selectively placed, shielded, and directed away from natural habitats.

MM-BIO-6 **Construction Best Management Practices.** The Project applicant shall ensure that the following conditions are implemented during Project construction to minimize potential impacts to sensitive vegetation and species:

1. Employees shall strictly limit their activities, vehicles, equipment, and construction materials to the fenced project footprint;
2. To avoid attracting predators of covered species, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site;
3. Pets of project personnel shall not be allowed on the project site;
4. Disposal or temporary placement of excess fill, brush or other debris shall not be allowed in waters of the United States or their banks;
5. All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other such activities shall occur in designated areas outside of waters of the United States within the fenced project impact limits. These designated areas shall be located in previously compacted and disturbed areas to the maximum extent practicable in such a manner as to prevent any runoff from entering waters of the United States, and shall be shown on the construction plans. Fueling of equipment shall take place within existing paved areas greater than 100 feet from waters of the United States. Contractor equipment shall be checked for leaks prior to operation and repaired as necessary. "No-fueling zones" shall be designated on construction plans.
6. Impacts from fugitive dust shall be avoided and minimized through watering and other appropriate measures consistent with the Construction General Permit Order 2009-009-DWQ.

MM-BIO-7 **Biological Monitor Requirements and Duties.** A qualified biologist shall be on site daily during initial clearing/grubbing and weekly during grading activities within 500 feet of preserved habitat to ensure compliance with all Project-imposed mitigation measures. The biologist shall be available during pre-construction and construction phases to review grading plans, address protection of sensitive biological resources, monitor ongoing work, and maintain communications with the Project's engineer to ensure that issues relating to coastal California gnatcatcher, least Bell's vireo, and their habitat are appropriately and lawfully managed. The biological monitor should flush birds out of habitat areas before they are cleared.

The qualified biological monitor shall also be responsible for the following duties:

1. Oversee installation of and inspect temporary fencing and erosion control measures within or up-slope of avoided and/or preserved areas a minimum of once per week during installation and daily during all rain events until established to ensure that any breaks in the fence or erosion control measures are repaired immediately.
2. Periodically monitor the work area to ensure that work activities do not generate excessive amounts of dust.
3. Halt work, if necessary, and confer with the U.S. Fish and Wildlife Service (USFWS) and City of Oceanside (City) to ensure the proper implementation of species and habitat protection measures. The biologist shall report any violation to USFWS and the City within 24 hours of its occurrence.
4. Submit weekly letter reports (including photographs of impact areas) via email to the City during clearing/grubbing of potential habitat and/or Project construction resulting in ground disturbance within 500 feet of avoided potential habitat. The weekly reports shall document that authorized impacts were not exceeded and general compliance with all conditions. The reports shall also outline the duration of monitoring, the location of construction activities, the type of construction that occurred, and equipment used. These reports shall specify numbers and locations of any coastal California gnatcatchers/least Bell's vireo and nests, sex, observed behavior (especially in relation to construction activities), and remedial measures employed to avoid, minimize, and mitigate impacts to coastal California gnatcatchers/least Bell's vireo and nests.
5. Submit a final report to the City within 60 days of Project completion that includes the following: (1) as-built construction drawings for grading with an overlay of any active nests; (2) photographs of habitat areas during pre-construction and post-construction conditions; and (3) other relevant summary information documenting that authorized impacts were not exceeded and that general compliance with the avoidance/minimization provisions and monitoring program as required by USFWS were achieved.

MM-BIO-8 **Breeding Season Avoidance.** The removal of vegetation from the Project impact footprint shall occur only during September 1 through February 14 to avoid the bird breeding season. Further, to the maximum extent practicable, grading activities associated with construction of the Project shall occur September 1 through February 14 to avoid the breeding season. If Project construction must occur during the breeding season, MM-BIO-8 and MM-BIO-9 shall be implemented.

MM-BIO-9 **General Pre-Construction Surveys.** Take of birds protected under the Migratory Bird Treaty Act and California Fish and Game Code shall be avoided during the nesting season.

Nesting Bird Survey. To avoid any direct and indirect impacts to raptors and/or any migratory birds, grubbing and clearing of vegetation that may support active nests and construction activities adjacent to nesting habitat will occur outside of the breeding season (February 15 to August 31). If removal of habitat and/or construction activities is necessary adjacent to nesting habitat during the breeding season, the applicant shall retain a City-approved biologist to conduct a pre-construction survey to determine the presence or absence of non-listed nesting migratory birds on or within 300 feet of the construction area, and federally- or State-listed birds and raptors on or within 500 feet of the construction area. The pre-construction survey must be conducted within 10

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

Coastal California Gnatcatcher Survey. A biologist holding a Section 10(a)(1)(A) permit shall perform a minimum of three focused surveys, on separate days, to determine the presence of coastal California gnatcatcher (*Polioptila californica californica*) nests within 500 feet of Project grading activities if construction is proposed during the coastal California gnatcatcher breeding season. The surveys shall begin a maximum of 7 days prior to Project construction (including temporary fence installation required by MM-BIO-3), and one survey shall be conducted the day immediately prior to the initiation of work. Additional surveys shall be done once a week during Project grading activities during the breeding season.

MM-BIO-10 California Gnatcatcher Nest Avoidance and Minimization Measures. If an active coastal California gnatcatcher (*Polioptila californica californica*) nest is found on site or within 500 feet of Project grading activities, the biologist shall postpone work within 500 feet of the nest and contact the U.S. Fish and Wildlife Service (USFWS) and the City of Oceanside to discuss (1) the best approach to avoid/minimize impacts to nesting coastal California gnatcatchers (e.g., sound walls, noise monitoring); and (2) a nest monitoring program acceptable to USFWS. Subsequent to these discussions, work may be initiated subject to implementation of the agreed-upon avoidance/minimization approach and monitoring program. If the biologist determines that bird breeding behavior is being disrupted, the Project applicant shall stop work and coordinate with USFWS to review the avoidance/minimization approach. Upon agreement as to any necessary revisions to the avoidance/minimization approach, work may resume subject to the revisions and continued monitoring. Success or failure of an active nest shall be established by regular and frequent trips to the site, as determined by the biologist and through a schedule approved by the wildlife agencies. Monitoring of an active nest shall continue until fledglings have dispersed or the nest has been determined to be a failure, as approved by USFWS.

MM-BIO-11 Section 10 Consultation. All terms and conditions developed as part of the Section 10 consultation process with the U.S. Fish and Wildlife Service (USFWS) and provided in the project's Habitat Conservation Plan (HCP) shall be implemented. Terms and conditions shall apply to federally listed species that may be impacted by the project.

4.3.6 Level of Significance After Mitigation

With incorporation of **MM-BIO-1** through **MM-BIO-11** outlined above, potentially significant impacts to biological resources would be reduced to a level of **less than significant**.

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4.4 Cultural Resources

This section describes the existing cultural resources of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures, as necessary, related to implementation of the proposed Guajome Lake Homes Project (proposed project or project). The following analysis is based on the Cultural Resources Inventory Report prepared for the proposed project by Dudek in October 2022, which is included as Appendix D to this environmental impact report (EIR), and the Built Environment Inventory and Evaluation Report prepared by Dudek in July 2022, which is included as Appendix E to this EIR.

4.4.1 Existing Conditions

The approximately 16.78-acre project site is currently a disturbed, partially vacant property with an existing residence. The cultural study area (or area of potential effect [APE]) includes the entire project site. Much of the project site appears to have been previously disturbed. The project site has been previously impacted by grading and land development on adjacent parcels. The project site shows signs of disturbances related to previous grading, recent Sprinter construction staging, evidence of illegal dumping, and evidence of moving activities. There is an existing residence located just south of the creek on site. Vegetation within APE site includes primarily non-native grasslands and disturbed areas. Ornamental plantings occur along the southeastern edge of the site, bordering an existing residential development, and small isolated patches of coastal sage scrub exist in the western and northwestern portions of the project APE.

Based on the field observations and review of geologic maps, the project site is underlain by a thin layer of quaternary alluvium over Santiago Formation. Quaternary alluvium was encountered in test pits located in the southwestern sections of the project site, up to 2 feet deep from existing grades, and the alluvium was observed to be confined to the natural drainage swales. Quaternary-age colluvium was encountered generally 1–2 feet thick throughout the APE. Tertiary-age Santiago Formation was encountered in all the test pits to the full depth of exploration, which ranged from approximately 1–8 feet below existing grades (Appendix D).

4.4.1.1 Methodology

Records Search

Dudek conducted a records search at the SCIC for the APE and a 1-mile radius buffer around the APE on March 9, 2022. The records search results indicate that 120 previous cultural resources studies have been conducted within 1 mile of the APE. Of the 120 studies, 9 studies intersect the current APE and are listed in Table 4.4-1. These studies include 2 preliminary archaeological reports, 1 archaeological status report, 4 cultural resources inventories, 1 historical resources report, and 1 cultural and historical resource study for a General Plan. Based on the previous studies, the entire area has been studied.

Table 4.4-1. Reports Intersecting the Project Area

| Report Number | Date | Authors | Title |
|---------------|------|---|---|
| SD-00973 | 1980 | San Diego County Department of Transportation | "Rancho Guajome: Window on the Past" A Test of Historic Resources at the Casa de Rancho Guajome |

Table 4.4-1. Reports Intersecting the Project Area

| Report Number | Date | Authors | Title |
|---------------|------|--|---|
| SD-08761 | 1973 | San Diego Engineer Department | Preliminary Report the Archaeological of Guajome Regional Park |
| SD-09369 | 2005 | SWCA Environmental Services | Cultural Resources Survey for the Groppe Ranch Estates Project, Oceanside, San Diego County California |
| SD-01017 | 1987 | WESTEC Services Inc. | Cultural Resource Survey of the Osborne OV6 Trunk Sewer Line, Vista, California |
| SD-01386 | 1979 | County of San Diego Department of Transportation | Status Report: The Archaeology of Guajome Regional Park |
| SD-01388 | 1974 | County of San Diego Public Works Agency | The Archaeological Resources of Guajome Regional Park Oceanside, California (565 Acres) Project No. UJ0070 |
| SD-01389 | 1973 | San Diego County Engineering Department | Preliminary Report: The Archaeology of Guajome Regional Park |
| SD-10703 | 1978 | County of San Diego Department of Transportation | Archaeological Investigations at Guajome Regional Park, Oceanside, California |
| SD-14069 | 2011 | ASM Affiliates Inc. | Cultural and Historical Resource Study for the City of Oceanside General Plan – Circulation Element Update Program Environmental Impact Report (PEIR) |

Source: Appendix D, Cultural Resources Inventory Report.

Previously Recorded Resources

The SCIC records search also revealed that no cultural resources have been previously recorded within the project site. The records search did identify 23 cultural resources and 15 historic-era addresses previously recorded within the 1-mile radius search buffer of the APE (Table 4.4-2). Of the total 23 resources identified within the 1-mile buffer, 17 are prehistoric resources, 3 are historic resources, 2 are multi-component sites, and 1 is a prehistoric isolate. No historic-era addresses have been recorded within the APE.

Table 4.4-2. Previously Recorded Cultural Resources in the 1-Mile Records Search Radius

| Primary Number | Trinomial | Age | Description | In/Out of APE |
|----------------|---------------|-------------|--|---------------|
| P-37-001268 | CA-SDI-001268 | Prehistoric | Bedrock milling station | Out |
| P-37-005992 | CA-SDI-005992 | Historic | Guajome Ranch House | Out |
| P-37-008088 | CA-SDI-008088 | Prehistoric | Lithic scatter | Out |
| P-37-008241 | CA-SDI-008241 | Prehistoric | Milling station, pictographs, shell, tools | Out |
| P-37-008242 | CA-SDI-008242 | Prehistoric | Ground stone tools, flakes, mortar | Out |
| P-37-008872 | - | Prehistoric | Bedrock milling | Out |
| P-37-012634 | CA-SDI-012634 | Prehistoric | Lithic scatter | Out |

Table 4.4-2. Previously Recorded Cultural Resources in the 1-Mile Records Search Radius

| Primary Number | Trinomial | Age | Description | In/Out of APE |
|----------------|-----------------|-----------------|--|---------------|
| P-37-012736 | CA-SDI-012736/H | Multicomponent | Ground stone and lithic tools, historic-era glass fragments | Out |
| P-37-012737 | CA-SDI-012737/H | Historic | Farm equipment, telephone poles | Out |
| P-37-013182 | CA-SDI-013182/H | Multi-component | Ground stone and lithic tools, historic-era tiles, and pottery | Out |
| P-37-013813 | CA-SDI-013816 | Prehistoric | Lithic scatter | Out |
| P-37-014133 | CA-SDI-014047 | Prehistoric | Temporary camp with bedrock milling | Out |
| P-37-014985 | - | Prehistoric | Isolate: core | Out |
| P-37-019034 | CA-SDI-013740 | Prehistoric | Bedrock milling, flakes, lithic tools, ecofacts, midden | Out |
| P-37-019035 | CA-SDI-013742 | Prehistoric | Lithic scatter | Out |
| P-37-019036 | CA-SDI-013743 | Prehistoric | Shell scatter | Out |
| P-37-019037 | CA-SDI-013744 | Prehistoric | Lithic and shell scatter | Out |
| P-37-019211 | CA-SDI-015889 | Prehistoric | Temporary camp, human remains | Out |
| P-37-023879 | CA-SDI-013741 | Prehistoric | Lithic and shell scatter | Out |
| P-37-028449 | CA-SDI-018357 | Prehistoric | Bedrock milling features | Out |
| P-37-028562 | CA-SDI-18371 | Prehistoric | Lithic scatter | Out |
| P-37-029291 | CA-SDI-018734 | Prehistoric | Ground stone and lithic scatter | Out |
| P-37-035549 | - | Historic | Single family property | Out |

Archival Research

In addition to the SCIC records search, Dudek conducted an online review of historical aerial photographs of the APE and general vicinity, to help determine the possible development and land use of the APE in the past. Historical aerial photographs of the APE were available for 1938, 1946, 1953, 1964, 1967, 1978, 1980–1986, 1988–1991, 1993–2000, 2003, 2005, 2009, 2010, 2012, 2014, 2016, and 2018 (Appendix D). The historical aerial from 1938 shows the APE as undeveloped; Guajome Lake Road is present to the south. By 1946, vegetation clearing is observed in the southern half of the APE and surrounding areas. By 1953, the northern half of the area adjacent to the creek has been cleared. The 1964 aerial shows the dirt road running through the middle of the APE and going north toward the drainage; residential homes appear to the west of the APE. The 1967 aerial shows grading within the southern half of the APE, and a small structure appears adjacent to the dirt road within the northern half of the APE. By 1978, a residential structure appears in the northwestern portion of the APE, and a residential home appears to the east of the APE. The 1980–1985 aerials do not reveal any changes to the APE. By 1986, mass grading occurs north of the APE, and by 1988, more grading activities occur immediately north of the APE, along with a residential development north of the APE. The 1989 and 1990 aerials do not reveal any changes to the APE. The 1991 aerial shows grading within the southern half of the APE, and by 1994, Guajome Lake Road has been paved by asphalt-concrete. The 1995 aerial shows some slight ground disturbance on the western half of the APE, and the 1996 aerial shows some dirt trails within the middle of the APE. The 1997–2003 aerials do not reveal any changes to the APE. The 2005 aerial shows some vegetation clearing within the southern half of the APE. The aerials from 2009–2018 do not reveal any changes to the APE. The review of the historical aerial images

demonstrates that the APE has undergone earth movement within the southern half of the APE, but the depth of ground disturbance is unknown.

Historical topographic maps of the APE were reviewed (earliest map available is from 1893). The 1969 and 1978 topographic maps reveal a structure in the northern portion of the APE. The historical aerials and topographic maps show evidence of a historic-age structure. This structure is considered a built environment resource and is addressed in a separate study for the project (Appendix E).

Native American Heritage Commission and Tribal Correspondence

Dudek requested a Native American Heritage Commission (NAHC) search of their Sacred Lands File on February 28, 2022, for the APE. The Sacred Lands File consists of a database of known Native American resources. These resources may not be included in the SCIC database because Tribal Cultural Resource (TCR) information is not typically housed at Information Centers. The NAHC replied on April 15, 2022, with positive results, however, the response does not state if TCRs are located within the APE or the search buffer. The NAHC also recommended contacting the La Jolla Band of Luiseño Indians and the San Luis Rey Band of Mission Indians (San Luis Rey Band) for more information. Outreach letters were mailed on April 15, 2022, to all Native American group representatives included on the NAHC contact list (Appendix D).

The purpose of these letters is to solicit additional information relating to Native American resources that may be impacted by the project. Native American representatives were requested to define a general area where known resources intersect the APE. Four responses have been received to date. A response was received from the San Luis Rey Band on April 26, 2022, stating that they are aware of cultural resources within close proximity to the proposed project and recommends including a Luiseño Native American Monitor during all ground-disturbing activities. A response was received from the Rincon Band of Luiseño Indians (Rincon Band) on May 3, 2022, stating that they recommend conducting a cultural resources study, which includes a records search and survey of the property. A response was received from the Pechanga Band of Luiseño Indians on May 5, 2022, stating that the project is located within their Ancestral Territory and that they have knowledge of two Luiseño Traditional Cultural Properties and four Ancestral Placenames located within proximity to the project. They recommended monitoring by a San Diego County (County) qualified archaeologist and a professional Pechanga Tribal Monitor during earthmoving activities due to the possibility of recovering subsurface resources during ground-disturbing activities. A response was received on June 16, 2022, by the San Pasqual Band of Mission Indians stating that the project is within their Traditional Use Area and that they would like to engage in consultation. These letters have been forwarded to the City of Oceanside (City). No other communications between Dudek and the tribes has occurred since then. The NAHC correspondence is included in Appendix D.

In compliance with Assembly Bill (AB) 52, the City, as lead agency, is responsible for conducting government to government consultation with pertinent tribal entities.

Intensive Pedestrian Survey

The current intensive pedestrian field survey was conducted by Dudek archaeologist Makayla Murillo on March 11, 2022. Saving Sacred Sites Native American Monitor Jessica Alexander participated in the survey. All survey work was conducted employing standard archaeological procedures and techniques consistent with the Secretary of the Interior's Standards. The pedestrian field survey utilized 15-meter-interval survey transects conducted in a northeast-southwest direction (paralleling the APE boundary), for approximately 75% of the APE. Exposed ground surface areas, such as vegetation clearings, cut banks, and rodent burrows/spoils were inspected for potential

subsurface deposits and sediment conditions. Where transects were not feasible (such as slopes greater than 25°), transects were not utilized. Instead, a mixed approach (opportunistic survey) was utilized, selectively examining terraces, ridges, potential rock outcrops where possible, and areas of exposed ground surface. Approximately 25% of the APE utilized a mixed approach, due to the steep slopes and dense vegetation located within the northern most portions of the area.

The APE is located on a hill, and the northeastern portion of the APE has a 45° slope facing northeast. In addition, a drainage runs through the northeastern portion of the APE. Due to the slope degree and dense vegetation, an opportunistic survey was utilized. Ground visibility was poor throughout the entire APE due to various levels of ground-covering surface vegetation. Vegetation covered approximately 90% of the ground surface and consisted of grass, coastal sage scrub, palm trees, poison oak, and riparian habitat associated with the drainage. Disturbances such as bioturbation (i.e., rodent burrowing holes) were observed throughout the APE. The rodent spoils were searched for potential subsurface artifacts or other cultural materials, and no artifacts were identified.

No artifacts or features were identified during this survey. One historic-age structure was identified, on the northwestern portion of the project. This structure is considered a built environment resource and is addressed in a separate built environment study for the project by Dudek (Appendix E).

4.4.2 Regulatory Setting

Federal

National Historic Preservation Act

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

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

Executive Order 11593, Protection and Enhancement of the Cultural Environment

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

National Register of Historic Places

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

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

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

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

State

Native American Historic Cultural Sites (California Public Resources Code Section 5097 et seq.)

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

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

California Native American Graves Protection and Repatriation Act

The California Native American Graves Protection and Repatriation Act (California Repatriation Act), enacted in 2001, required all state agencies and museums that receive state funding and that have possession or control over

collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The California Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate tribes.

California Register of Historical Resources

Under the California Environmental Quality Act (CEQA), the term “historical resource” includes but is not limited to “any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California” (California Public Resources Code Section 5020.1[j]). In 1992, the California legislature established the California Register of Historical Resources (CRHR) “to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change” (California Public Resources Code Section 5024.1[a]). A resource is eligible for listing in the CRHR if the State Historical Resources Commission determines that it is a significant resource and that it meets any of the following NRHP criteria:

- Associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- Associated with the lives of persons important in our past.
- 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.
- Has yielded, or may be likely to yield, information important in prehistory or history.

Resources less than 50 years old are not considered for listing in the CRHR but may be considered if it can be demonstrated that sufficient time has passed to understand the historical importance of the resource (California Public Resources Code Section 5024.1[c]; 14 CCR Section 4852[d][2]).

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

California Environmental Quality Act

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

1. California Public Resources Code Section 21083.2(g): Defines “unique archaeological resource.”
2. California Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5(a): Define historical resources. In addition, CEQA Guidelines Section 15064.5(b) defines the phrase “substantial adverse change in the significance of an historical resource”; it also defines the circumstances when a project would materially impair the significance of a historical resource.
3. California Public Resources Code Section 5097.98 and CEQA Guidelines Section 15064.5(e): Set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.

4. California Public Resources Code Sections 21083.2(b) and (c) and CEQA Guidelines Section 15126.4: Provide information regarding the mitigation framework for archaeological and historical resources, including options of preservation-in-place mitigation measures; preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

Under CEQA, a project may have a significant effect on the environment if it may cause “a substantial adverse change in the significance of an historical resource” (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[b]). If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historical resources or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code Section 5024.1[q]), it is a “historical resource” and is presumed to be historically or culturally significant for purposes of CEQA (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[a]).

A “substantial adverse change in the significance of an historical resource” reflecting a significant effect under CEQA means “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (CEQA Guidelines Section 15064.5[b][1]; California Public Resources Code Section 5020.1[q]). In turn, the significance of a historical resource is materially impaired when a project:

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

California Health and Safety Code Section 7050.5

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

MLD by the NAHC. The MLD may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

Assembly Bill 52

California AB 52, which took effect July 1, 2015, establishes a consultation process between California Native American tribes and lead agencies in order to address tribal concerns regarding project impacts and mitigation to Tribal Cultural Resources (TCRs). Public Resources Code Section 21074(a) defines TCRs and states that a project that has the potential to cause a substantial adverse change to a TCR is a project that may have an adverse effect on the environment. A TCR is defined as a site, feature, place, cultural landscape, sacred place, and object with cultural value to a California Native American tribe that is either:

1. Listed or eligible for listing in the CRHR or a local register of historical resources, or
2. Determined by a lead agency to be a TCR.

In compliance with AB 52, the City, as lead agency, is responsible for conducting government to government consultation with pertinent tribal entities. An AB 52 consultation request was received by the Rincon Band on October 18, 2022. The Rincon Band voiced concerns that the project may impact tangible TCRs, Traditional Cultural Landscapes, and potential Traditional Cultural Properties. The City provided project information and the cultural resources report at the request of Rincon. Consultation was conducted with Cheryl Madrigal, Tribal Historic Preservation Officer, on March 16, 2023. The City did not receive any follow-up requests for further consultation from the Rincon Band.

An AB 52 consultation was conducted with Cami Mojado, Cultural Resource Management Specialist, from the San Luis Rey Band on June 22, 2023. The San Luis Rey Band voiced concerns about the number of artifacts in the vicinity and the project site having a strong likelihood of discovery. The San Luis Rey Band representative requested to see the proposed mitigation and intends to conduct additional research of documentation for other recent projects in the area. The City provided requested project information to the San Luis Rey Band representative on June 27, 2023. The City did not receive any follow-up requests for further consultation from the San Luis Rey Band.

Local

City of Oceanside General Plan

Cultural resources are addressed in the Environmental Resource Management Element (City of Oceanside 1975) and the Land Use Element (City of Oceanside 1989) of the Oceanside General Plan. The Environmental Resource Management Element identifies several important cultural sites, including the nearby Mission San Luis Rey, and encourages preservation of such sites when planning development. Specifically, the Environmental Resource Management Element states the following objective for cultural sites (City of Oceanside 1975):

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

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

1. Encourage the use of “O” zoning and open space easements for the preservation of cultural sites.
2. Encourage private organizations to acquire, restore, and maintain significant historical sites.

3. Encourage investigation by the appropriate groups (i.e., museums, university students, etc.) to explore and record the significant archaeological sites in the areas and to forward this information to appropriate County agencies for inclusion in the San Diego County Natural Resources Inventory.

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

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

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

3.2A: The City shall encourage open space land use designations and open space land use designations and open space zoning or open space easements for the preservation of cultural resources.

3.2B: The City shall encourage the acquisition, restoration, and/or maintenance of significant cultural resources by private organizations.

3.2C: Cultural resources that must remain in-situ to preserve their significance shall be preserved intact and interpretive signage and protection shall be provided by project developers.

3.2D: An archaeological survey report shall be prepared by a Society of Professional Archaeologists certified archaeologist for a project proposed for grading or development if any of the following conditions are met:

1. The site is completely or largely in a natural state;
2. There are recorded sites on nearby properties;
3. The project site is near or overlooks a water body (creek, stream, lake, freshwater lagoon);
4. The project site includes large boulders and/or oak trees; or
5. The project site is located within a half-mile of Mission San Luis Rey.

City of Oceanside Historic Preservation Ordinance

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

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

4.4.3 Thresholds of Significance

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

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

The CEQA Guidelines state that a project that demolishes or alters those physical characteristics of a historical resource that convey its historical significance (i.e., its character-defining features) can be considered to materially impair the resource's significance. To best mitigate the effects of a project on cultural resources, a lead agency must make a reasonable, good faith effort to determine their historical or archaeological character and eligibility for listing in the CRHR. Of the four primary CRHR criteria for making such recommendations listed in Section 4.4.2, Regulatory Setting, Criterion 4 is most applicable for directing Phase I archaeological investigations. To be eligible for listing in the CRHR, a site must have "yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation" (California Public Resources Code Section 5024.1; 14 CCR 4852).

4.4.4 Impacts Analysis

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

Appendix D includes the results of archival research, a field survey, review of historical aerials, and research of various newspapers and recorded deeds; development of an appropriate historical context for the evaluation of the project site; and recordation and evaluation for historical significance of a Quonset hut located on the project site that is over 45 years old. The existing Quonset hut was built in the early 1950s (first seen on historical aerials in 1953). No historic-era addresses have been recorded within the project APE. The project site is not currently designated or listed under any national, state, or local cultural resources programs. The project site has not been identified as eligible for local designation by a recent historical resources survey (Appendix D).

Additionally, as outlined in Appendix E to this EIR, the one building 45 years of age or older identified on site (2839 Guajome Lake Road, Oceanside, California 92057; Assessor's Parcel Number 157-412-415-00; built ca.1950s) was evaluated for historical and architectural significance. As a result of Dudek's extensive archival research, field survey, record search, and property significance evaluation, no historical resources were identified within the project site, nor were any adjacent historical resources identified that could be indirectly impacted by proposed project activities.

The property associated with the address 2839 Guajome Lake Road does not appear eligible under any NRHP, CRHR, or City eligibility criteria due to a lack of significant historical associations and architectural merit, and compromised integrity. Therefore, the 2839 Guajome Lake Road property is not considered a

historical resource for the purposes of CEQA. The proposed project would result in a **less-than-significant** impact to historical resources under CEQA.

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

Dudek's Phase I cultural resources inventory of the project site did not identify any known archaeological resources that would be affected by the project and indicates that there is low to moderate sensitivity for identifying intact subsurface archaeological deposits during project implementation within the APE. The South Coastal Information Center (SCIC) records search did not identify any resources within the APE; however, 23 previously recorded resources were identified within 1 mile of the APE, and the project's proximity to a drainage demonstrates that the area would have been an attractive location for prehistoric camps or habitation sites. Because there are alluvial soils present within the APE, and due to the presence of natural drainage swales, reoccurring alluvial action and flooding serve to support the development and presence of cultural deposits in the area. A Sacred Lands File search was requested from NAHC, and results were positive. Although the pedestrian survey did not identify artifacts or features within the APE, 90% of the ground surface during the survey was obscured by dense vegetation.

Given the sensitivity of the area, there is potential for subsurface cultural resources. Therefore, it is recommended that a qualified archaeologist and Luiseño Native American Monitor be present during initial ground-disturbing activities within the APE. Should resources be identified, or if undisturbed sedimentary deposits that have the potential to contain archaeological resources are identified, monitoring may need to be increased, as determined by the archaeologist, the City, and in consultation with the tribe that is monitoring. If disturbed sediments (e.g., fill) or other sediment formations are identified that do not have the potential to contain archaeological resources, then monitoring may be reduced or terminated.

Therefore, as recommended in the Cultural Resources Inventory Report (Appendix D), in the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards can evaluate the significance of the find. Construction activities may continue in other areas but should be redirected a safe distance from the find. If the new discovery is evaluated and found to be significant under CEQA and avoidance is not feasible, additional work such as data recovery may be warranted. In such an event, a data recovery plan should be developed by the qualified archaeologist in consultation with the City and Native American representatives, if applicable. Ground-disturbing work can continue in the area of the find only after impacts to the resources have been mitigated and with City approval.

Additionally, to further ensure project development would not result in potential impacts to cultural resources, the project would implement the City's standard cultural mitigation measures, **MM-CUL-1** through **MM-CUL-9**, outlined in Section 4.4.5 below. Project implementation of the recommendations in the Cultural Resources Inventory Report (Appendix D) and implementation of the City's cultural mitigation measures would ensure that potential impacts to archaeological resources would be **less than significant**.

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

The project site is not used as a cemetery and is not otherwise known to contain human remains. Additionally, no evidence of human remains was discovered within the project site during the field surveys.

However, this does not preclude finding human remains during project excavation and grading activities. As a standard construction practice, and in accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the appropriate treatment and disposition of the human remains. If the County coroner determines that the remains are, or are believed to be, Native American, he or she shall notify NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code Section 5097.98, NAHC must immediately notify the person or persons it believes to be the MLD of the deceased Native American. The MLD shall complete inspection within 48 hours of being granted access to the site and make recommendations for the treatment and disposition, in consultation with the property owner, of the human remains.

The project would be required to comply with Section 7050.5 of the California Health and Safety Code and would implement the City's standard mitigation measures, **MM-CUL-1** through **MM-CUL-9**, which would ensure that any potential impacts to human remains would be **less than significant**.

4.4.5 Mitigation Measures

Despite no significant archaeological resources being identified within the project site, to further ensure project development would not result in potential impacts to cultural resources, the project would implement the City's standard mitigation measures, **MM-CUL-1** through **MM-CUL-9**, outlined below.

- MM CUL-1** Prior to the issuance of a Grading Permit, the Applicant/Owner shall enter into a pre-excavation agreement, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring Agreement with the Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe. A copy of the agreement shall be included in the Grading Plan Submittals for the Grading Permit. The purpose of this agreement shall be to formalize protocols and procedures between the Applicant/Owner and the Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and Tribal Cultural Resources, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities. Through consultation with the Tribes that consulted on the project and with their consent, certain artifacts may be made available for 3D scanning/printing, with scanned/printed materials to be curated at a local repository meeting the federal standards of 36CFR79.
- MM CUL-2** Prior to the issuance of a Grading Permit, the Applicant/Owner or Grading Contractor shall provide a written and signed letter to the City of Oceanside Planning Division stating that a Qualified Archaeologist and Luiseño Native American Monitor have been retained at the Applicant/Owner or Grading Contractor's expense to implement the monitoring program, as described in the pre-excavation agreement.
- MM CUL-3** The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American Monitor during all ground disturbing activities. The requirement for the monitoring

program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The Applicant/Owner or Grading Contractor shall notify the City of Oceanside Planning Division of the start and end of all ground disturbing activities.

- MM CUL-4 The Qualified Archaeologist and Luiseño Native American Monitor shall attend all applicable pre-construction meetings with the General Contractor and/or associated Subcontractors to present the archaeological monitoring program. The Qualified Archaeologist and Luiseño Native American monitor shall be present on-site full-time during grubbing, grading and/or other ground altering activities, including the placement of imported fill materials or fill used from other areas of the project site, to identify any evidence of potential archaeological or Tribal Cultural Resources. All fill materials shall be absent of any and all Tribal Cultural Resources.
- MM CUL-5 In order for potentially significant archaeological artifact deposits and/or cultural resources to be readily detected during mitigation monitoring, a written "Controlled Grade Procedure" for CA-SDI-5345 shall be prepared by a Qualified Archaeologist, in consultation with the other TCA Luiseño Tribes that have participated in the state-prescribed process for this project, and the Applicant/Owner, subject to the approval of City representatives. The Controlled Grade Procedure shall establish requirements for any ground disturbing work with machinery occurring in and around areas the Qualified Archaeologist and Luiseño Native American Monitor determine to be sensitive through the cultural resource mitigation monitoring process. The Controlled Grade Procedure shall include, but not be limited to, appropriate operating pace, increments of removal, weight and other characteristics of the earth disturbing equipment. A copy of the Controlled Grade Procedure shall be included in the Grading Plan Submittals for the Grading Permit.
- MM CUL-6 The Qualified Archaeologist or the Luiseño Native American Monitor may halt ground disturbing activities if unknown Tribal Cultural Resources, archaeological artifact deposits or cultural features are discovered. Ground disturbing activities shall be directed away from these deposits to allow a determination of potential importance. Isolates and clearly non-significant deposits will be minimally documented in the field, and before grading proceeds these items shall be secured until they can be repatriated. If items cannot be securely stored on the project site, they may be stored in off-site facilities located in San Diego County. If the Qualified Archaeologist and Luiseño Native American monitor determine that the unearthed tribal cultural resource, artifact deposits or cultural features are considered potentially significant TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project shall be notified and consulted regarding the respectful and dignified treatment of those resources. The avoidance and protection of the significant tribal cultural resource and/or unique archaeological resource is the preferable mitigation. If, however, it is determined by the City that avoidance of the resource is infeasible, and it is determined that a data recovery plan is necessary by the City as the lead agency under CEQA, TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project shall be notified and consulted regarding the drafting and finalization of any such recovery plan. For significant Tribal Cultural Resources, artifact deposits or cultural features that are part of a data recovery plan, an adequate artifact sample to address research avenues previously identified for sites in the area will be collected using professional archaeological collection methods. The data recovery plan shall also incorporate and reflect the tribal values of the TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project. If the Qualified Archaeologist collects such resources, the Luiseño Native American monitor must

be present during any testing or cataloging of those resources. Moreover, if the Qualified Archaeologist does not collect the Tribal Cultural Resources that are unearthed during the ground disturbing activities, the Luiseño Native American monitor, may at their discretion, collect said resources and provide them to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the Luiseño Native American Monitor, deems the cultural resource or feature has been appropriately documented and/or protected.

- MM CUL-7** The landowner shall relinquish ownership of all Tribal Cultural Resources unearthed during the cultural resource mitigation monitoring conducted during all ground disturbing activities, and from any previous archaeological studies or excavations on the project site to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment and disposition, including reburial at a protected location on-site, in accordance with the Tribe's cultural and spiritual traditions. All cultural materials that are associated with burial and/or funerary goods will be repatriated to the Most Likely Descendant as determined by the Native American Heritage Commission per California Public Resources Code Section 5097.98. No Tribal Cultural Resources shall be subject to curation.
- MM CUL-8** Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusions of the archaeological monitoring program (e.g., data recovery plan) shall be submitted by the Qualified Archaeologist, along with the Luiseño Native American monitor's notes and comments, to the City of Oceanside Planning Division for approval.
- MM CUL-9** As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Office of the Medical Examiner by telephone. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Medical Examiner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. If suspected Native American remains are discovered, the remains shall be kept in-situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Luiseño Native American monitor. By law, the Medical Examiner will determine within two working days of being notified if the remains are subject to his or her authority. If the Medical Examiner identifies the remains to be of Native American ancestry, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall make a determination as to the Most Likely Descendant.

4.4.6 Level of Significance After Mitigation

As analyzed above, project implementation of the recommendations in the Cultural Resources Inventory Report (Appendix D) and implementation of the City's standard mitigation measures, **MM-CUL-1** through **MM-CUL-9**, would ensure that potential impacts to archaeological resources and human remains would remain **less than significant**.

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4.5 Energy

This section describes the existing energy conditions of the project site, identifies associated regulatory requirements, and evaluates potential impacts related to implementation of the Guajome Lake Homes Project (proposed project or project) in the City of Oceanside (City). The following analysis is based on the latest version of California Emissions Estimator Model (CalEEMod), Version 2020.4.0, which was used to estimate the proposed project's energy use (Air Quality and Greenhouse Gas Emissions Analysis Technical Report, provided as Appendix B).

4.5.1 Existing Conditions

Electricity

According to the U.S. Energy Information Administration, California used approximately 250,379 gigawatt-hours of electricity in 2019 (EIA 2020a). Electricity usage in California for different land uses varies substantially by the types of uses in a building, types of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. By sector in 2017, commercial uses accounted for 46% of the state's electricity use, followed by 35% for residential uses and 19% for industrial uses (EIA 2019). Due to the state's energy-efficiency building standards and efficiency and conservation programs, California's electricity use per capita in the residential sector is lower than any other state except Hawai'i (EIA 2020b).

San Diego Gas & Electric Company (SDG&E) provides electric services to 3.7 million customers through 1.49 million electric meters located in a 4,100-square-mile service area that includes San Diego County and southern Orange County (SDG&E 2022). According to the California Public Utilities Commission (CPUC), SDG&E customers consumed approximately 19,045 million kilowatt-hours (kWh) of electricity in 2020 (CPUC 2022).

SDG&E receives electric power from a variety of sources. In 2017, 44% of SDG&E's power came from eligible renewable energy sources, including biomass/waste, geothermal, small hydroelectric, solar, and wind sources (CPUC 2016, 2017).

Based on recent energy supply and demand projections in California, statewide annual peak electricity demand is projected to grow an average of 890 megawatts per year for the next decade, or 1.4% annually, and consumption per capita is expected to remain relatively constant at 7,200 kWh to 7,800 kWh per person (CEC 2016).

In San Diego County, the California Energy Commission (CEC) reported an annual electrical consumption of approximately 7.4 billion kWh in 2020 for residential use (CEC 2020).

Natural Gas

CPUC regulates natural gas utility service for approximately 10.8 million customers, who receive natural gas from Pacific Gas and Electric, Southern California Gas, SDG&E, Southwest Gas, and several smaller natural gas utilities. CPUC also regulates independent storage operators Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage (CPUC 2017). SDG&E provides natural gas service to San Diego County and Orange County and would provide natural gas to the proposed project. SDG&E is a wholesale customer of Southern California Gas and currently receives all of its natural gas from the Southern California Gas system (CPUC 2017).

The majority of California's natural gas customers are residential and small commercial customers. These customers accounted for approximately 32% of the natural gas delivered by California utilities in 2012. Large

consumers, such as electric generators and industrial customers, accounted for approximately 68% of the natural gas delivered by California utilities in 2012 (CPUC 2017).

CPUC regulates California natural gas rates and natural gas services, including in-state transportation over transmission and distribution pipeline systems, storage, procurement, metering, and billing. Most of the natural gas used in California comes from out-of-state natural gas basins (CPUC 2017).

The CEC reports that SDG&E consumed a total of approximately 50.5 trillion British thermal units (Btu) of natural gas in 2020, including 14.7 trillion Btu for commercial buildings, 2.2 trillion Btu for industrial buildings, and 30.2 trillion Btu for residential use (CEC 2022a). In San Diego County, total natural gas consumption was approximately 50.5 trillion Btu in 2020, with 20.2 trillion Btu for nonresidential use and 30.3 trillion Btu for residential use (CEC 2022b).

Petroleum

According to the U.S. Energy Information Administration, California used approximately 681 million barrels of petroleum in 2018, with the majority (584 million barrels) used for the transportation sector (EIA 2021). This total annual consumption equates to a daily use of approximately 1.9 million barrels of petroleum. There are 42 U.S. gallons in a barrel, so California consumes approximately 78.4 million gallons of petroleum per day, adding up to an annual consumption of 28.7 billion gallons of petroleum. By sector, transportation uses account for approximately 85.5% of the state's petroleum use, followed by 11.1% from industrial uses, 2.5% from commercial uses, 0.9% from residential uses, and 0.01% from electric power uses (EIA 2022). Petroleum usage in California includes petroleum products such as motor gasoline, distillate fuel, liquefied petroleum gases, and jet fuel. California has implemented policies to improve vehicle efficiency and to support use of alternative transportation, which are described in Section 4.5.2, below. As such, CEC anticipates an overall decrease of gasoline demand in the state over the next decade.

Existing Infrastructure

Electricity and natural gas for the proposed project would be provided by SDG&E. The proposed project would connect to existing electrical lines and natural gas pipelines within existing roadways adjacent to the project site.

4.5.2 Regulatory Setting

Federal

Energy Policy and Conservation Act

In 1975, Congress enacted the federal Energy Policy and Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration is responsible for establishing additional vehicle standards. In 2012, new fuel economy standards for passenger cars and light trucks were approved for model years 2017 through 2021 (77 FR 62624–63200). Fuel economy is determined based on each manufacturer's average fuel economy for the fleet of vehicles available for sale in the United States.

Intermodal Surface Transportation Efficiency Act of 1991

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of intermodal transportation systems to maximize mobility and address national and local interests in air quality and energy. ISTEA contained factors that metropolitan planning organizations were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, metropolitan planning organizations adopted policies defining the social, economic, energy, and environmental values guiding transportation decisions.

Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21st Century was signed into law in 1998 and builds on the initiatives established in the ISTEA legislation discussed above. The act authorizes highway, highway safety, transit, and other efficient surface transportation programs. The act continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of transportation decisions. The act also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of intelligent transportation systems to help improve operations and management of transportation systems and vehicle safety.

Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law. In addition to setting increased Corporate Average Fuel Economy standards for motor vehicles, the EISA includes the following other provisions related to energy efficiency:

- Renewable Fuel Standard (RFS) (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

This federal legislation requires ever-increasing levels of renewable fuels (the RFS) to replace petroleum (EPA 2022). The U.S. Environmental Protection Agency is responsible for developing and implementing regulations to ensure that transportation fuel sold in the United States contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and many other interested parties.

The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the EISA, the RFS program was expanded in several key ways that lay the foundation for achieving significant reductions in greenhouse gas (GHG) emissions from the use of renewable fuels, reducing imported petroleum, and encouraging the development and expansion of the renewable fuels sector in the United States. The updated program is referred to as RFS2 and includes the following:

- The EISA expanded the RFS program to include diesel, in addition to gasoline.
- The EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022.

- The EISA established new categories of renewable fuel and set separate volume requirements for each one.
- The EISA required the U.S. Environmental Protection Agency to apply life cycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

Additional provisions of the EISA address energy savings in government and public institutions, research for alternative energy, additional research in carbon capture, international energy programs, and the creation of “green” jobs.

State

California Environmental Quality Act

Appendix F of the California Environmental Quality Act (CEQA) Guidelines calls for discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

California Energy Commission

The CEC’s Integrated Energy Policy Report set forth policies that would enable the state to meet its energy needs under the carbon constraints established in the 2006 Global Warming Solutions Act. The Integrated Energy Policy Report also provides a set of recommended actions to achieve these policies.

Warren–Alquist Act

The California Legislature passed the Warren–Alquist Act in 1974. The Warren–Alquist Act created the CEC. The legislation also incorporated the following three key provisions designed to address the demand side of the energy equation:

- It directed CEC to formulate and adopt the nation’s first energy conservation standards for both buildings constructed and appliances sold in California.
- The act removed the responsibility of electricity demand forecasting from utilities, which had a financial interest in high demand projections, and transferred it to the more impartial CEC.
- The CEC was directed to embark on an ambitious research and development program, with a particular focus on fostering what were characterized as nonconventional energy sources.

State of California Energy Action Plan

The CEC and CPUC approved the first State of California Energy Action Plan in 2003. The plan established shared goals and specific actions to ensure that adequate, reliable, and reasonably priced electrical power and natural gas supplies are provided, and identified policies, strategies, and actions that are cost-effective and environmentally sound for California’s consumers and taxpayers. In 2005, CEC and CPUC adopted a second Energy Action Plan to reflect various policy changes and actions of the prior 2 years.

At the beginning of 2008, CEC and CPUC determined that it was not necessary or productive to prepare a new energy action plan. This determination was based in part on a finding that the state’s energy policies have been significantly influenced by the passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of

2006 (discussed below). Rather than produce a new energy action plan, CEC and CPUC prepared an update that examines the state's ongoing actions in the context of global climate change.

Senate Bill 1078 (2002)

This bill established the California Renewables Portfolio Standard (RPS) Program and required that a retail seller of electricity purchase a specified minimum percentage of electricity generated by eligible renewable energy resources as defined in any given year, culminating in a 20% standard by December 31, 2017. These retail sellers include electrical corporations, Community Choice Aggregators, and electric service providers. The bill relatedly required CEC to certify eligible renewable energy resources, design and implement an accounting system to verify compliance with the RPS by retail sellers, and allocate and award supplemental energy payments to cover above-market costs of renewable energy.

Senate Bills 107 (2006), X1-2 (2011), 350 (2015), and 100 (2018)

Senate Bill (SB) 107 (2006) accelerated the RPS established by SB 1078 by requiring that 20% of electricity retail sales be served by renewable energy resources by 2010 (not 2017). Additionally, SB X1-2 (2011) requires all California utilities to generate 33% of their electricity from eligible renewable energy resources by 2020. Specifically, SB X1-2 sets a three-stage compliance period for electricity generation: by December 31, 2013, 20% shall come from renewables; by December 31, 2016, 25% shall come from renewables; and by December 31, 2020, 33% shall come from renewables.

SB 350 (2015) requires retail seller and publicly owned utilities to procure 50% of their electricity from eligible renewable energy resources by 2030, with interim goals of 40% by 2024 and 45% by 2027.

SB 100 (2018) accelerated and expanded the standards set forth in SB 350 by establishing that the following percentages of the total electricity sold to retail customers in California per year be secured from qualifying renewable energy sources: 44% by December 31, 2024; 52% by December 31, 2027; and 60% by December 31, 2030. SB 100 also states that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California. This bill requires that the achievement of 100% zero-carbon electricity resources does not increase the carbon emissions elsewhere in the western grid and that the goal not be achieved through resource shuffling.

Consequently, utility energy generation from nonrenewable resources is expected to be reduced based on implementation of the 60% RPS in 2030. Therefore, any project's reliance on nonrenewable energy sources would also be reduced.

Assembly Bill 1007 (2005)

AB 1007 (2005) required CEC to prepare a statewide plan to increase the use of alternative fuels in California (State Alternative Fuels Plan). CEC prepared the plan in partnership with the California Air Resources Board (CARB) and in consultation with the other state, federal, and local agencies. The plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Assembly Bill 32 (2006) and Senate Bill 32 (2016)

In 2006, the legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020. In 2016, the legislature enacted SB 32, which extended the horizon year of the state's codified GHG reduction planning targets from 2020 to 2030, requiring California to reduce its GHG emissions to 40% below 1990 levels by 2030. In accordance with AB 32 and SB 32, CARB prepares scoping plans to guide the development of statewide policies and regulations for the reduction of GHG emissions. Many of the policy and regulatory concepts identified in the scoping plans focused on increasing energy efficiencies and the use of renewable resources and on reducing the consumption of petroleum-based fuels (such as gasoline and diesel). As such, the state's GHG emissions reduction planning framework creates co-benefits for energy-related resources. Additional information on AB 32 and SB 32 is provided in Section 4.7, Greenhouse Gases, of this EIR.

California Building Standards

Part 6 of Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California's building standards. Part 6 establishes energy efficiency standards for residential and nonresidential buildings constructed in California to reduce energy demand and consumption. Part 6 is updated periodically to incorporate and consider new energy efficiency technologies and methodologies.

The current Title 24, Part 6 standards, referred to as the 2019 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2020. In general, single-family residences built to the 2019 standards are anticipated to use approximately 7% less energy due to energy efficiency measures than those built to the 2016 standards; once rooftop solar electricity generation is factored in, single-family residences built under the 2019 standards will use approximately 53% less energy than those built under the 2016 standards (CEC 2019a). Nonresidential buildings built to the 2019 standards are anticipated to use an estimated 30% less energy than those built to the 2016 standards (CEC 2019a).

Title 24 also includes Part 11, the California Green Building Standards (CALGreen). CALGreen establishes minimum mandatory and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The 2019 CALGreen standards are the current applicable standards. Title 24 categorizes residential buildings of four or more habitable levels as high-rise residential rather than mid-rise. High-rise residential is included in the nonresidential section of Title 24 and is therefore subject to the nonresidential code rather than the residential code. For nonresidential projects (which the project is subject to), some of the key mandatory CALGreen 2019 standards involve requirements related to bicycle parking, designated parking for clean air vehicles, electric vehicle charging stations, shade trees, water-conserving plumbing fixtures and fittings, outdoor potable water use in landscaped areas, recycled water supply systems, construction waste management, excavated soil and land clearing debris, and commissioning (24 CCR Part 11).

Integrated Energy Policy Report

CEC is responsible for preparing integrated energy policy reports that identify emerging trends related to energy supply, demand, and conservation; public health and safety; and maintenance of a healthy economy. CEC's 2018 Integrated Energy Policy Report discusses the state's policy goals of decarbonizing buildings, doubling energy efficiency savings, and increasing flexibility in the electricity grid system to integrate more renewable energy (CEC 2018). Specifically, for the decarbonizing of building energy, the goal would be achieved by designing future

commercial and residential buildings to have their energy sourced almost entirely from electricity in place of natural gas. Regarding the increase in renewable energy flexibility, the goal would be achieved through increases in energy storage capacity within the state, increases in energy efficiency, and adjusting energy use to the time of day when the most amount of renewable energy is being generated. Over time these policies and trends would serve to beneficially reduce the project's GHG emissions profile and energy consumption as they are implemented.

Executive Order N-79-20

Executive Order N-79-20 (2020) sets the goal for the state that 100% of in-state sales of new passenger cars and trucks will be zero emission by 2035. Executive Order N-79-20 also sets goals for transitioning to 100% zero-emission medium- and heavy-duty vehicles by 2045, zero-emission drayage trucks by 2035, and zero-emission off-road vehicles and equipment by 2035, where feasible. Among other directives to further this Executive Order, for passenger cars and trucks, the governor directed CARB to develop and propose regulations requiring increasing volumes of new zero-emission vehicles sold in the state to meet the target of 100% of in-state sales by 2035. The governor also directed the Governor's Office of Business and Economic Development to develop a Zero-Emissions Vehicle Market Development Strategy, which was completed in February 2021.¹ The Executive Order also directs updates and assessments to ensure zero-emission vehicle infrastructure is in place to support the levels of electric vehicle adoption required by the order.

Sustainable Communities Strategy

The Sustainable Communities and Climate Protection Act of 2008, or SB 375, coordinates land use planning, regional transportation plans, and funding priorities to help California meet its GHG emissions reduction mandates. As codified in California Government Code Section 65080, SB 375 requires metropolitan planning organizations (e.g., San Diego Association of Governments) to include a sustainable communities strategy in their regional transportation plans. The main focus of the sustainable communities strategy is to plan for growth in a fashion that will ultimately reduce GHG emissions, but the strategy is also a part of a bigger effort to address other development issues within the general vicinity, including transit and vehicle miles traveled, which influence the consumption of petroleum-based fuels.

Local

San Diego Gas & Electric Individual Integrated Resource Plan

SDG&E's Conforming Portfolio identifies a need for approximately 700 gigawatt-hours of incremental renewable power in addition to the assumed increases in energy efficiency and behind-the-meter solar to meet the 2030 planning target (approximately 4% of the total energy in the portfolio) (SDG&E 2020a). SDG&E's Conforming Portfolio demonstrates that the utility has reduced its GHG emissions in the early years of the planning period, reflecting its current position in relation to its RPS targets—in 2018, approximately 45% of its energy mix came from delivering renewable resources (compared to an RPS requirement of 29%), it has aggressively adopted energy storage, and does not use coal resources. SDG&E is fully compliant with RPS and long-term contracting requirements. SDG&E continues its efforts to meet resource-specific renewable procurement mandates, as required, but does not expect to procure additional resources for RPS compliance purposes until after 2030. SDG&E is forecasted to reach 49% renewable energy in 2021, 98% of which will be from long-term contracts (SDG&E 2020b).

¹ https://static.business.ca.gov/wp-content/uploads/2021/02/ZEV_Strategy_Feb2021.pdf

City of Oceanside General Plan

Energy Climate Action Element

The Energy Climate Action Element (ECAE) of the General Plan addresses energy consumption and other activities within the City that may contribute to adverse energy and GHG impacts. The ECAE focuses on activities associated with human-induced climate change. The ECAE outlines sustainability goals and policies for the City's decision-making process, including development review protocols. The primary themes and goals of the ECAE are related to energy efficiency and renewable energy, smart growth and multimodal transportation, zero waste, water conservation, urban greening, local agriculture, and sustainable consumption (City of Oceanside 2019a).

City of Oceanside Climate Action Plan

The City adopted a climate action plan in May of 2019, which seeks to align with state efforts to reduce GHG emissions while balancing a variety of community interests such as quality of life, economic development, and social equity. The City of Oceanside Climate Action Plan outlines City measures and strategies to reduce GHG emissions to make progress toward meeting the State of California's 2050 GHG reduction goal. The Climate Action Plan mirrors what the ECAE's discussion of the different efforts that will be vital in meeting these goals for GHG reduction (City of Oceanside 2019b).

4.5.3 Thresholds of Significance

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

- a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.5.4 Impacts Analysis

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction Use

The proposed project would require an approximately 18-month-long construction period. The construction phases anticipated to occur include demolition, site preparation, rough grading, building construction and architectural coating, and paving. Heavy-duty construction equipment associated with construction activities would rely on diesel fuel, as would trucks associated with vendor and haul trips.

The amount of electricity used during construction would be minimal; typical demand would stem from the use of lighting, electrically powered hand tools, and several construction trailers by managerial staff during the hours of construction activities. Natural gas is not anticipated to be required during project construction.

Heavy-duty construction equipment of various types would be used during each phase of construction. The CalEEMod analysis discussed in Appendix B to this EIR includes the proposed construction schedule and

assumed equipment usage. Based on that analysis, over all phases of construction, diesel-fueled construction equipment would run for an estimated 23,680 hours, as summarized in Table 4.5-1.

Table 4.5-1. Hours of Operation for Construction Equipment

| Phase | Hours of Equipment Use |
|-----------------------|------------------------|
| Site preparation | 560 |
| Grading | 1,600 |
| Building construction | 20,400 |
| Paving | 960 |
| Architectural coating | 160 |
| Total | 23,680 |

Source: Appendix B.

Fuel consumption from construction equipment was estimated based on the project's anticipated construction schedule by converting the total carbon dioxide (CO₂) emissions from each construction phase to gallons using conversion factors for CO₂ to gallons of diesel. Construction is estimated to occur over an 18-month period (2023–2024) based on the CalEEMod default construction phasing schedule. The conversion factor for gasoline is 8.78 kilograms per metric ton of CO₂ per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton of CO₂ per gallon (The Climate Registry 2020). The estimated diesel fuel use from construction equipment is shown in Table 4.5-2.

Table 4.5-2. Construction Equipment Diesel Demand

| Phase | Pieces of Equipment | Equipment CO ₂ (MT) | kg CO ₂ /gallon | Gallons |
|-----------------------|---------------------|--------------------------------|----------------------------|------------------|
| Site preparation | 7.00 | 16.86 | 10.21 | 1,651.32 |
| Grading | 8.00 | 82.46 | 10.21 | 8,076.40 |
| Building construction | 9.00 | 349.81 | 10.21 | 34,261.51 |
| Paving | 1.00 | 2.56 | 10.21 | 250.73 |
| Architectural coating | 6.00 | 20.19 | 10.21 | 1,977.47 |
| Total | | | | 46,217.43 |

Sources: Appendix B (pieces of equipment and equipment CO₂); The Climate Registry 2019 (kg/CO₂/gallon).

Notes: CO₂ = carbon dioxide; MT = metric ton; kg = kilogram.

Fuel consumption from worker and vendor trips is estimated by converting the total CO₂ emissions from each construction phase to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. Worker vehicles are analyzed as being gasoline fueled, and vendor/hauling vehicles are analyzed as being diesel fueled. Calculations for total worker, vendor, and hauler fuel consumption are provided in Tables 4.5-3, 4.5-4, and 4.5-5, respectively.

Table 4.5-3. Construction Worker Vehicle Gasoline Demand

| Phase | Trips | Vehicle CO ₂ (MT) | kg CO ₂ /gallon | Gallons |
|------------------------|-----------|------------------------------|----------------------------|------------------|
| Site preparation | 360.00 | 0.57 | 8.78 | 64.92 |
| Grading | 1,120.00 | 1.90 | 8.78 | 216.40 |
| Building construction | 24,752.00 | 126.76 | 8.78 | 14,437.36 |
| Paving | 1,408.00 | 1.72 | 8.78 | 195.90 |
| Architectural coatings | 2,212.00 | 0.98 | 8.78 | 111.62 |
| Total | | | | 15,026.20 |

Sources: Appendix B (construction worker CO₂); The Climate Registry 2019 (kg/CO₂/gallon).

Notes: CO₂ = carbon dioxide; MT = metric ton; kg = kilogram.

Table 4.5-4. Construction Vendor Truck Diesel Demand

| Phase | Trips | Vehicle CO ₂ (MT) | kg/CO ₂ /gallon | Gallons |
|------------------------|----------|------------------------------|----------------------------|------------------|
| Site preparation | 120.00 | 0.60 | 10.21 | 58.77 |
| Grading | 336.00 | 1.81 | 10.21 | 177.28 |
| Building construction | 9,100.00 | 148.83 | 10.21 | 14,576.89 |
| Paving | 528.00 | 1.18 | 10.21 | 115.57 |
| Architectural coatings | 474.00 | 0.00 | 10.21 | 0.00 |
| Total | | | | 14,928.50 |

Sources: Appendix B (construction worker CO₂); The Climate Registry 2019 (kg/CO₂/gallon).

Notes: CO₂ = carbon dioxide; MT = metric ton; kg = kilogram.

As shown in Tables 4.5-2 through 4.5-4, the project is estimated to consume a total of approximately 76,172.13 gallons of petroleum during the construction phase. By comparison, approximately 14.8 billion gallons of petroleum would be consumed in California over the course of the proposed project's construction period, based on the California daily petroleum consumption estimate of approximately 52.9 million gallons per day (CEC 2016). Additionally, the proposed project would be required to comply with CARB's Airborne Toxics Control Measure, which limits fuel use by restricting heavy-duty diesel vehicle idling time to 5 minutes. Based on the calculations above, the project would not significantly affect the overall demand for petroleum, considering the project's minimal contribution toward demand and its compliance with CARB's Airborne Toxics Control Measure.

Temporary electric power for as-necessary lighting and electronic equipment, such as computers inside temporary construction trailers, would likely be required; however, electricity used for such activities would be less than that required for project operation and would have a minimal contribution to the project's overall energy consumption. Project construction would also involve use of nonrenewable or slowly renewable resources used to create building materials, including certain types of lumber and other forest products; aggregate materials used in concrete and asphalt, such as sand, gravel, and stone; metals such as steel, copper, and lead; petrochemical construction materials such as plastics; and water. Construction would comply with all relevant energy-related regulations by conserving energy and natural resources to the extent feasible. The energy demands due to diesel and gasoline use during construction would be small relative to statewide and local demands for fuel use, as discussed previously. The energy consumption during project construction would be commensurate with typical construction projects and would not use energy wastefully or inefficiently. Therefore, impacts related to temporary energy consumption during construction of the project are considered to be **less than significant**.

Operational Use

Electricity

SDG&E provides electric services to 3.7 million customers through 1.49 million electric meters and 905,000 natural gas meters throughout a 4,100-square-mile service area in San Diego County and southern Orange County (SDG&E 2022). According to CPUC, SDG&E customers consumed approximately 19,045 million kWh of electricity in 2020 (CPUC 2022). Based on recent energy supply and demand projections in California, statewide per-capita consumption is expected to remain relatively constant at 7,200 to 7,800 kWh per person (CEC 2015). In San Diego County, SDG&E reported an annual electrical consumption of approximately 15,634 million kWh in 2018, with 8,550 million kWh for nonresidential use and 7,084 million kWh for residential use (SDG&E 2019). More specifically, within the City, annual electricity consumption (encompassing both residential and nonresidential) was approximately 654,557,305 kWh in 2018 (SDG&E 2019).

CalEEMod estimates energy usage associated with building systems regulated under Title 24 (such as the heating and cooling system), lighting, and the use of appliances, plug-ins, and other sources not covered by Title 24. CalEEMod estimated that the project would consume approximately 669,031 kWh of electricity annually. Compared with the City's annual electricity consumption, the anticipated increase in consumption associated with 1 year of project operation is approximately 0.1% of the City's use. Considering the project would be consistent with the City's General Plan and zoning designation for the site, local and regional electricity demand planning would have included the project. In addition, the project would comply with Title 24 energy efficiency standards.

Natural Gas

CPUC regulates California natural gas rates and natural gas services, including in-state transportation over transmission and distribution pipeline systems, storage, procurement, metering, and billing. Most of the natural gas used in California comes from out-of-state natural gas basins. SDG&E provides natural gas service to San Diego and Orange Counties and would provide service to the project site. CalEEMod estimated that the project would consume approximately 2.37 million thousand Btu of natural gas annually. By comparison, the City consumed approximately 4,877 million thousand Btu in 2018 (SDG&E 2019). The anticipated increase in consumption associated with 1 year of project operation is approximately 0.05% of SDG&E's existing demand. Considering the proposed project would be consistent with the City's General Plan and zoning designation for the site, local and regional natural gas demand planning would have included the project. In addition, the proposed project would comply with Title 24 energy efficiency standards.

Petroleum

There are more than 36 million registered vehicles in California, and those vehicles consume an estimated 1.45 billion gallons of fuel each year (CEC 2022a; DMV 2024). Petroleum currently accounts for approximately 92% of California's transportation energy consumption (CEC 2019b). However, technological advances, market trends, consumer behavior, and government policies could result in significant changes in fuel consumption by type and in total. At the federal and state levels, various policies, rules, and regulations have been enacted to improve vehicle fuel efficiency, promote the development and use of alternative fuels, reduce transportation-source air pollutants and GHG emissions, and reduce vehicle miles traveled. Market forces have driven the price of petroleum products steadily upward over

time, and technological advances have made the use of other energy resources or alternative transportation modes increasingly feasible. Largely as a result of and in response to these multiple factors, gasoline consumption within the state has declined in recent years, and availability of other alternative fuels and energy sources has increased. The quantity, availability, and reliability of transportation energy resources have increased in recent years, and this trend may likely continue and accelerate (CEC 2019b). Increasingly available and diversified transportation energy resources act to promote continuing reliable and affordable means to support vehicular transportation within the state.

CalEEMod estimated that the project would generate approximately 2,370,016 vehicle miles traveled per year. Similar to construction worker and vendor trips, mobile-source fuel consumption was estimated by converting the total CO₂ emissions from each land use type to gallons using the conversion factors for CO₂ to gallons of gasoline or diesel. Based on the annual fleet mix provided in CalEEMod, 96% of the fleet consists of light-duty to medium-duty vehicles and motorcycles, which were all assumed to run on gasoline. The remaining 4% of vehicles represents medium-heavy-duty to heavy-duty vehicles and buses/recreational vehicles, which were all assumed to run on diesel. Calculations for annual mobile-source fuel consumption are provided in Table 4.5-5.

Table 4.5-5. Mobile Source Fuel Consumption - Operation

| Fuel | Vehicle MT CO ₂ | kg CO ₂ /gallon | Gallons |
|--------------|----------------------------|----------------------------|---------------|
| Gasoline | 712,44 | 8.78 | 81,143 |
| Diesel | 29.68 | 10.21 | 2,807 |
| Total | | | 83,950 |

Sources: Appendix B (mobile-source CO₂); The Climate Registry 2019 (kg/CO₂/gallon).

Notes: MT = metric ton; CO₂ = carbon dioxide; kg = kilogram.

As shown in Table 4.5-5, mobile sources from the proposed project would result in approximately 81,143 gallons of gasoline per year and 2,807 gallons of diesel consumed per year beginning in 2025. By comparison, California as a whole consumed approximately 1.45 billion gallons of petroleum in 2018 (CEC 2019b).

Over the lifetime of the project, the fuel efficiency of the vehicles being used by residents, visitors, and employees is expected to increase. As such, the amount of petroleum consumed as a result of vehicular trips to and from the project site during operation would decrease over time.

In summary, although the project would increase electricity, natural gas, and petroleum use during operation, considering the size of the project, estimated use of these resources would be minimal relative to existing statewide and local demands. Energy consumption during project operation would be commensurate with typical residential projects and would not use energy wastefully or inefficiently. Furthermore, the project would include several sustainability design features to reduce potential energy and water usage, such as (but not limited to) solar photovoltaic roof tiles to accommodate 50% of on-site energy demand, and drought-tolerant landscaping and water-efficient irrigation systems.

As stated above, the proposed project will include on-site solar photovoltaic systems. Other renewable energy systems including wind turbine generation, geothermal generation, energy storage, and other renewable energy generation features are not considered technically or economically feasible and/or demonstrated for a similar project. Additionally, site constraints include limited land availability and

incompatibility with land use for large-scale power generation facilities, as well as unknown interconnection feasibility and compatibility with utility provider systems. For these reasons, other on-site renewable energy systems are not considered feasible for the proposed project.

Given the considerations above, energy consumption associated with construction and operation of the project would not be considered wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would **be less than significant**.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The project would meet the Title 24 and CALGreen standards to reduce energy demand and increase energy efficiency. Title 24 of the California Code of Regulations contains energy efficiency standards for residential and nonresidential buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the energy impact of the building envelope such as windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs.

Title 24, Part 6 specifically establishes energy efficiency standards for residential and nonresidential buildings constructed in the State of California to reduce energy demand and consumption. The proposed project would comply with Title 24, Part 6, per state regulations.

Title 24, Part 11 constitutes the nation's first green building standards, adopted by the California Building Standards Commission in 2008. The standards are commonly referred to as CALGreen, and they establish minimum mandatory and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential and state-owned buildings, as well as of schools and hospitals.

The 2019 CALGreen standards are the current applicable standards. The 2019 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The most significant efficiency improvements to the residential standards include the introduction of solar photovoltaic into the prescriptive package, as well as improvements for attics, walls, water heating, and lighting. The standards are conceptually divided into three basic sets: (1) a basic set of mandatory requirements that apply to all buildings; (2) a set of performance standards for energy budgets that vary by climate zone (of which there are 16 in California) and building type; thus, the standards are tailored to local conditions and provide flexibility in how energy efficiency in buildings can be achieved; and (3) an alternative to the performance standards, which is a set of prescriptive packages that provide a recipe or a checklist compliance approach (24 CCR Part 11).

Title 20 of the California Code of Regulations requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal

modules; dishwashers; clothes washers and dryers; cooking products; electric motors; low-voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing each type of appliance covered under the regulations, and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

Additionally, it is anticipated that operational vehicles would meet the applicable standards of AB 1493 (vehicles manufactured in 2009 or later) and as a result would likely consume less energy as fuel efficiency standards increase and vehicles are replaced. SDG&E supplies natural gas and electricity to the project site. The proposed project would result in an increased use of natural gas and electricity during operation compared with the existing conditions. However, the project would result in only a nominal increase in natural gas and electricity consumption over the City's typical annual consumption.

Implementation of the proposed project would not result in the reduction of substantial amounts of local or regional energy supplies compared to existing conditions. The resultant increase in energy demand would not exceed the available capacity of SDG&E servicing infrastructure to the site or beyond. Further, as substantiated in the calculations above, the increase in electricity and natural gas usage attributable to the proposed project falls within the current electricity and natural gas local demands. Considering the project would be consistent with the City's General Plan and zoning for the site, the local and regional energy demand planning would have included the project. In addition, the project would comply with Title 24 energy efficiency standards, use appliances that meet Title 20 requirements, and implement sustainability design features. As outlined in Chapter 3, Project Description, of this EIR, proposed sustainability design features to be incorporated into the project design include solar photovoltaic roof tiles to accommodate 50% of on-site energy demand, as well as drought-tolerant landscaping and water efficient irrigation systems. Therefore, it has been determined that the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be **less than significant**.

4.5.5 Mitigation Measures

Impacts related to energy as a result of project implementation are determined to be **less than significant**; therefore, no mitigation measures are required.

4.5.6 Level of Significance After Mitigation

No significant impacts related to energy were identified; therefore, no mitigation measures are required. Impacts related to energy would be **less than significant**.

4.6 Geology and Soils

This section describes the existing geological setting of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures, as necessary, related to implementation of the Guajome Lake Homes Project (proposed project or project). The following analysis is based on the Paleontological Resources Inventory Report prepared for the project by Dudek, which is included as Appendix F to this EIR, and the Preliminary Geotechnical Evaluation prepared for the project by Geotek Inc., included as Appendix G to this EIR.

4.6.1 Existing Conditions

4.6.1.1 Regional Geologic Setting

The project site is situated in the Peninsular Ranges Geomorphic Province of California. This geomorphic province encompasses an area that extends approximately 975 miles from the Transverse Ranges and the Los Angeles Basin south to the southern tip of Baja California and varies in width from approximately 30 to 100 miles. The province is characterized by mountainous terrain on the east composed mostly of Mesozoic igneous and metamorphic rocks and by relatively low-lying coastal terraces to the west underlain by late Cretaceous-age, Tertiary-age, and Quaternary-age sedimentary units. Most of the coastal region of San Diego County, including the project site, occurs within this coastal region and is underlain by sedimentary units.

The Peninsular Ranges are a series of northwest-southeast oriented fault blocks and several major fault zones in this province. There are two fault zones found in the middle of the province that trend northwest-southeast (Elsinore and San Jacinto zones). The Newport-Inglewood-Rose Canyon Fault Zone is located along the southwest margin of the province, and no faults are shown in the immediate vicinity of the project.

4.6.1.2 Site Geology

Topography

The 16.78-acre project site is located in the east-central portion of the City of Oceanside (City), which is within the northwestern portion of San Diego County. The project site is primarily undeveloped, with the exception of a structure located in the northwestern portion of the property and an associated unpaved driveway from Guajome Lake Road in the south. The topography of the site gently descends from the northeast to the southwest. Elevations vary between approximately 189 feet above mean sea level to approximately 141 feet above mean sea level. The project site is bound by existing residential developments to the north, east, and west, and by open space to the southwest.

Soil and Geologic Conditions

Field investigations of the project site were performed March 29, 2022, and consisted of a site reconnaissance and subsurface exploration. Further detail regarding the subsurface exploration is included in Appendix G of this EIR.

Based on subsurface exploration and review of pertinent geologic literature and maps, the geologic units underlying the site consist of Quaternary-age alluvium, Quaternary-age colluvium, and the Santiago Formation (Appendix F). A brief description of the geologic units encountered on the site is presented below.

Quaternary-Age Alluvium

Quaternary-age alluvium was encountered in test pits TP-2 and TP-9 up to 2 feet deep from existing grades. The alluvium consisted of silty damp, loose, fine to medium sand, with some surficial vegetation and roots in the upper 6 inches. The alluvium was observed to be slightly porous and unconsolidated. The alluvium was observed to be confined to the natural drainage swales (Appendix F).

Quaternary-Age Colluvium

Quaternary-age colluvium was encountered in test pits TP-1 and TP-3 through TP-8, generally 1–2 feet thick, but was observed to be 3 feet thick at the location of TP-6. The colluvium consisted of silty damp to moist, loose, fine to medium sand, light brown to dark brown in color, with some surficial vegetation and roots in the upper 6 inches. The colluvium was also observed to be slightly porous and unconsolidated (Appendix G).

Santiago Formation

Tertiary-age Santiago Formation was encountered in all test pits, to the full depth of exploration, which ranged between approximately 1 and 8 feet below existing grades. This material consisted of quartz rich, dry, fine to coarse sandstone with some gravels, light tan with orange oxidization in color, with an increase in density with depth. The formation was found to be slightly weathered at the upper 1 foot but became less weathered with depth. All test pits were terminated shallow of maximum equipment reach due to refusal of advancement. Occasional pockets of siltstone (rip-up clasts) were interspersed throughout the formation and observed in test pits TP-3 through TP-9 (Appendix G).

Geologic Hazards

Faulting and Seismicity

Southern California is considered to be seismically active because the area is dominated by northwest-trending faults associated with the San Andreas system. The nearest known active fault is the Newport-Inglewood-Rose Canyon Fault, located 10.4 miles from the project site. No active or potentially active faults are on site, and the project site is not within an Alquist–Priolo Earthquake Fault Zone (Appendix G).

Liquefaction

Liquefaction and dynamic settlement of soils can be caused by strong vibratory motion due to earthquakes. Both research and historical data indicate that loose, saturated, granular soils are susceptible to liquefaction and dynamic settlement. Liquefaction is typified by a loss of shear strength in the affected soil layer, thereby causing the soil to behave as a viscous liquid. Due to the lack of a shallow groundwater table and the dense nature of soil and rock beneath the project site, the potential for liquefaction to occur at the project site is considered very low.

Landslides

Several formations within the San Diego region are particularly prone to landslide. These formations generally have high clay content and mobilize when they become saturated with water. Other factors, such as steeply dipping bedding that project out of the face of the slope and/or the presence of fracture planes, will also increase the potential for landslides. The potential for landslides on the project site is considered negligible (Appendix G).

Flood Hazard

According to a Federal Emergency Management Agency flood insurance rate map for the project site, the project site is not located within a floodplain identified as part of a Special Flood Hazard Area (FEMA 2022).

Surface Water and Groundwater

No indication of surface water or evidence of surface ponding or groundwater was encountered within the limits of the proposed development during the geotechnical investigation performed at the site (Appendix G).

4.6.1.3 Paleoenvironment

The project site lies within the Peninsular Ranges Geomorphic Province. This province extends from the tip of the Baja California Peninsula to the Transverse Ranges (the San Gabriel and San Bernardino Mountains) and includes the Los Angeles Basin, offshore islands (Santa Catalina, Santa Barbara, San Nicholas, and San Clemente), and the continental shelf. The eastern boundary is the Colorado Desert Geomorphic Province. The ancestral Peninsular Ranges were formed by uplift of plutonic igneous rock resulting from the subduction of the Farallon Plate underneath the North American Plate during the latter portion of the Mesozoic era (approximately 125 to 90 million years ago) (Appendix F).

The project site is located at the foothills of the Peninsular Ranges and is mostly vacant with some drainages associated with the San Luis Rey watershed and a dirt road graded out. Much of the project site consists of graded undeveloped land, whereas the northern portion of the site consists of dense riparian vegetation and low-lying grasses that limit the amount of exposed ground surface other than the graded road. During the pedestrian survey, siltstone spoils and rocks were observed that appear to be associated with the graded road that are known to be a part of the Santiago Formation. No paleontological resources were observed during the pedestrian survey.

The majority of project site is underlain by middle Eocene-age (approximately 49–40 million years ago) Eocene deposits (the Santiago Formation – map unit Tsa). Holocene (<11,700 years ago) alluvial flood plain deposits (map unit Qya) from a tributary of the San Luis Rey River underlie the north side of the project site.

The Santiago Formation consists of sparsely fossiliferous marine siltstones and sandstones; however, the upper Santiago Formation is likely non-marine, based on the presence of petrified wood. The Santiago Formation is divided into three distinct units. The basal unit (Member A) consists of coarse-grained arkosic sandstone that is generally not bedded; the middle unit (Member B) consists of medium-grained arkosic sandstone; and the upper unit (Member C) consists of coarse-grained arkosic sandstone and grit. The type of section and exposures in northern San Diego County include marine and non-marine, mudstone, siltstone, and sandstone beds, being differentiated by their depositional environment and fossil content. The lower member (Member A) and middle member (Member B) are marine deposits, whereas the upper member (Member C) is non-marine in origin.

While Holocene alluvial deposits are generally too young to yield significant paleontological resources, Santiago Formation deposits are known to produce significant terrestrial fossil vertebrates (e.g., rodent, horse, creodont, and brontothere) in northern San Diego County, along with assemblages of marine and estuarine mollusks. Holocene alluvial deposits have low paleontological sensitivity that increases with depth; deeper deposits are potentially old enough to produce significant fossils. The Santiago Formation has high paleontological sensitivity throughout its stratigraphic extent.

The San Diego Natural History Museum records search results letter was received on May 09, 2022. No records of fossil localities were found within the boundaries of the project site; however, the museum reported four fossil localities in a 1-mile radius of the project vicinity (Appendix F).

4.6.2 Regulatory Setting

Federal

International Building Code

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

Occupational Safety and Health Administration Regulations

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

State

California Geologic Survey

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

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

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

California Building Code

The CBC has been codified in the California Code of Regulations as Title 24, Part 2. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating building standards. Under

state law, building standards must be centralized in Title 24 to be enforceable. The purpose of the CBC is to establish minimum standards to safeguard the public health, safety, and general welfare through structural strength, means of egress facilities, and general stability by regulating and controlling the design, construction, quality of materials, use, occupancy, location, and maintenance of all buildings and structures within its jurisdiction. The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure, or any appurtenances connected or attached to such buildings or structures, throughout California. The CBC describes requirements for engineering geologic reports, supplemental ground-response reports, and geotechnical reports (California Building Standards Commission 2019).

Alquist–Priolo Earthquake Fault Zoning Act

The Alquist–Priolo Earthquake Fault Zoning Act of 1972 (California Public Resources Code, Sections 2621–2630) regulates development and construction of buildings intended for human occupancy to avoid the hazard of surface fault rupture. The act helps define areas where fault rupture is most likely to occur. The act groups faults into categories of active, potentially active, and inactive. Historic- and Holocene-age faults are considered active. Late Quaternary- and Quaternary-age faults are considered potentially active, and pre-Quaternary-age faults are considered inactive. These classifications are qualified by the conditions that a fault must be shown to be sufficiently active and well defined by detailed site-specific geologic explorations in order to determine whether building setbacks should be established. Cities and counties affected by the zones must regulate certain development projects within the zones. They must withhold development permits for sites within the zones until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting. The project site is not identified on an Alquist–Priolo Earthquake Fault Zoning Map (Appendix G).

Seismic Hazards Mapping Act

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

California Environmental Quality Act Paleontological Resources

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

Local

City of Oceanside General Plan

Public Safety Element

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

Public Safety Element

The Public Safety Element includes the following seismic and geologic hazard objectives:

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

The Public Safety Element includes the Public Safety Plan, which provides definitions, maps, and mitigation information for seismic and geologic hazards that exist within the City (City of Oceanside 1975a).

Environmental Resource Management Element

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

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

The Environmental Resource Management Element also provides a general map of soil types within the City (see Figure ERM-3, Soil and Land Forms, in City of Oceanside 1975b).

Land Use Element

The Land Use Element contains the following objectives and policies regarding geology and soils (City of Oceanside 1989):

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

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

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

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

City of Oceanside Building Code

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

City of Oceanside Grading Ordinance

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

4.6.3 Thresholds of Significance

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

- a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist–Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.
 - ii) Strong seismic ground shaking.
 - iii) Seismic-related ground failure, including liquefaction.
 - iv) Landslides.
- b. Result in substantial soil erosion or the loss of topsoil.
- c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.
- f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

4.6.4 Impacts Analysis

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

As described under Section 4.6.1.2 above, the project site is located within a seismically active region, as is all of Southern California. However, the project site is not located within an Alquist–Priolo Earthquake Fault Zone, and there are no known active or potentially active faults transecting or projecting toward the project site (Appendix G). The nearest active faults are the Rose Canyon Fault and Newport-Inglewood Fault, located approximately 10.4 miles from the project site. Therefore, ground rupture because of active faulting is not likely to occur on site due to the absence of known active faults. Cracking of building foundations and walls due to shaking from distant seismic events is not considered an existing significant hazard, although it is a possibility at any site in Southern California. Implementation of recommendations outlined in the Preliminary Geotechnical Investigation (Section 5 of Appendix G) and adherence to the CBC requiring specific performance standards to address geologic hazards would ensure impacts related to faulting and seismicity would remain **less than significant**.

ii) Strong seismic ground shaking?

Due to regional proximity to major known active fault zones, such as the Rose Canyon Fault and Newport-Inglewood Fault (located approximately 10.4 miles from the project site), the project site lies in a seismically active region. The project site is likely to be subjected to strong ground motion from seismic activity similar to that of the rest of San Diego County and Southern California, due to the seismic activity of the region as a whole. With adherence to the IBC and CBC requiring specific performance standards and implementation of the Preliminary Geotechnical Evaluation recommendations (Appendix G), project impacts related to strong seismic ground shaking would be **less than significant**.

iii) Seismic-related ground failure, including liquefaction?

As described in the Preliminary Geotechnical Evaluation (Appendix G), due to the absence of groundwater and the dense nature of the soil and rock that underlies the project site, the potential for liquefaction to occur is considered very low.

The project site is not located within a floodplain as mapped by the Federal Emergency Management Agency. As such, the potential for flooding of the project site is considered low. Furthermore, based on site elevation of approximately 141 feet above mean sea level to approximately 189 feet above mean sea level and the distance of the project site from the Pacific coastline, the potential for flood damage to occur at the project site from a tsunami or seiche is considered low. For the reasons stated above, potential impacts related to seismic-related ground failure are considered to be **less than significant**.

iv) Landslides?

The Preliminary Geotechnical Evaluation prepared for the project (Appendix G) found that the potential for landslides on the project site is considered negligible. Therefore, potential impacts associated with significant landslides or large-scale slope instability at the project site is considered to be **less than significant**.

Overall, the project would result in a **less-than-significant** impact related to risk of loss, injury, or death involving earthquake faults, seismic ground shaking, and seismic-related ground failure with implementation of Preliminary Geotechnical Evaluation (Appendix G) recommendations and IBC and CBC compliance.

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

The potential for erosion would increase during construction as a result of vehicles, heavy equipment, and general earthwork accelerating the erosion process. Wind erosion could occur on bare soils or where vehicles and equipment cause dust. The project would be subject to compliance with the City's General Plan Grading and Excavations Objective and Policy 3.14A, identified in Section 4.6.2, Regulatory Setting, which requires measures during grading to reduce erosion. Refer to Section 4.9 of this EIR, Hydrology and Water Quality, for additional details. Additionally, all recommendations outlined in the Preliminary Geotechnical Evaluation (Appendix G) would be implemented, including recommendations related to grading activities. Potential erosion impacts would be avoided by adherence to the erosion control standards established by the City's Grading Ordinance and through implementation of best management practices required by the stormwater pollution prevention plan (refer to Section 4.9, Hydrology and Water Quality, for more information). Furthermore, the proposed project would incorporate landscaping throughout the project site and along the boundaries of the project site. The landscaping would reduce potential erosion compared to the existing partially vacant condition due to the stabilization from the introduced vegetation. Therefore, impacts related to soil erosion are determined to be **less than significant**.

c) 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?

Please refer to the response to Threshold a(iii) above. With implementation of all recommendations outlined in the Preliminary Geotechnical Evaluation (Appendix G), potential impacts related to liquefaction, spreading, subsidence, collapse, and unstable soils would be **less than significant**.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

According to the Preliminary Geotechnical Evaluation, soils on the project site are considered to have a very low expansion index ($EI < 20$). With implementation of the recommendations outlined in Section 5 of the Preliminary Geotechnical Evaluation (Appendix G), impacts related to expansive soils would be **less than significant**.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The project would be provided sewer service through the City, as discussed in Section 4.17, Utilities and Service Systems. The proposed project does not include or require the use of septic tanks or alternative wastewater disposal systems. Therefore, **no impact** would occur.

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

The potential for both historic and prehistoric deposits across the project site was investigated as part of the Paleontological Resources Inventory Report (Appendix F). Direct impacts to paleontological resources occur when earthwork activities, such as mass grading operations, cut into the geological deposits (formations) within which fossils are buried. These direct impacts are in the form of physical destruction of fossil remains. Impacts to paleontological resources are typically rated from high to zero depending upon the resource sensitivity of impacted formations.

As described in Appendix F, no paleontological resources were identified within the project site as a result of the institutional records search, desktop geological review, and paleontological survey. During the survey, Eocene siltstone rocks and debris from road improvements were observed and documented. The paleontological records search conducted by the San Diego Natural History Museum revealed four nearby fossil localities; however, none were found within the boundaries of the project site. All four localities are from the Bay Point Formation, which crops out nearby but is not anticipated to be impacted by implementation of the project because it is not mapped within or near the project site (Appendix F). Eocene deposits mapped within and throughout most of the project site have high paleontological sensitivity; Holocene alluvial deposits have low paleontological sensitivity on the surface, increasing with depth; and artificial fill, if present, has no paleontological sensitivity. Based on the survey and records search results, map, and literature review, the project site has high potential to produce paleontological resources during planned construction activities in areas underlain by Eocene deposits and Holocene deposits at depth. In the event that intact paleontological resources are discovered on the project site, ground-disturbing activities associated with construction of the project, such as grading and augering during site preparation and trenching for utilities, have the potential to destroy a unique paleontological resource or site. Without mitigation, the potential damage to paleontological resources during construction would be a potentially significant impact (**Impact GEO-1**). However, with implementation of proposed mitigation measure (**MM-GEO-1**), potential impacts would be reduced to less than significant. Therefore, impacts to paleontological resources are determined to be **less than significant with mitigation incorporated**.

4.6.5 Mitigation Measures

Impacts related to geology and soils as a result of project implementation are determined to be less than significant, with the exception of potential impacts to paleontological resources. Implementation of **MM-GEO-1**, outlined below, would ensure that potential impacts to paleontological resources are reduced to a less than significant level.

MM-GEO-1 **Paleontological Resources Impact Mitigation Program and Paleontological Monitoring.** Prior to commencement of any grading activity on site, the applicant shall retain a qualified paleontologist per the Society of Vertebrate Paleontology (2010) guidelines. The qualified paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for

the project that shall be consistent with the SVP (2010) guidelines and outline requirements for preconstruction meeting attendance and worker environmental awareness training, where paleontological monitoring is required within the project site based on construction plans and/or geotechnical reports, procedures for adequate paleontological monitoring and discoveries treatment, and paleontological methods (including sediment sampling for microinvertebrate and microvertebrate fossils), reporting, and collections management. The PRIMP shall also include a statement that any fossil lab or curation costs (if necessary due to fossil recovery) are the responsibility of the project proponent. A qualified paleontological monitor shall be on site during initial rough grading and other significant ground-disturbing activities (including augering) in areas underlain by the Santiago Formation and below a depth of five feet below the ground surface in areas underlain by Holocene alluvium to determine if they are old enough to preserve scientifically significant paleontological resources. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will allow grading to recommence in the area of the find.

4.6.6 Level of Significance After Mitigation

As described in the impact analysis throughout Section 4.6.4 above, impacts related to geology and soils as a result of the proposed project would be less than significant, with the exception of impacts to paleontological resources, which were determined to be potentially significant. Implementation of **MM-GEO-1**, outlined above, would ensure that potential impacts to paleontological resources are reduced to less than significant. Therefore, with implementation of proposed mitigation, project impacts related to geology and soils would be **less than significant**.

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4.7 Greenhouse Gases

This section describes the existing greenhouse gas (GHG) conditions, identifies associated regulatory requirements, and evaluates potential impacts related to implementation of the Guajome Lake Homes Project (proposed project or project). The following analysis is based on the Air Quality and Greenhouse Gas Emissions Technical Report prepared by Dudek in December 2022, which is included as Appendix B of this environmental impact report (EIR).

4.7.1 Existing Conditions

Climate Change Overview

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period of time (decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system. Many factors, both natural and human, can cause changes in Earth's energy balance, including variations in the sun's energy reaching Earth, changes in the reflectivity of Earth's atmosphere and surface, and changes in the greenhouse effect, which affects the amount of heat retained by Earth's atmosphere (EPA 2024a).

The greenhouse effect is the trapping and buildup of heat in the atmosphere (troposphere) near the Earth's surface. The greenhouse effect traps heat in the troposphere through a threefold process as follows: short-wave radiation emitted by the sun is absorbed by the Earth, the Earth emits a portion of this energy in the form of long-wave radiation, and GHGs in the upper atmosphere absorb this long-wave radiation and emit it into space and toward the Earth. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature and creates a pleasant, livable environment on the Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise.

The scientific record of the Earth's climate shows that the climate system varies naturally over a wide range of time scales and that, in general, climate changes prior to the Industrial Revolution in the 1700s can be explained by natural causes, such as changes in solar energy, volcanic eruptions, and natural changes in GHG concentrations. However, recent climate changes, in particular the warming observed over the past century, cannot be explained by natural causes alone. Rather, it is extremely likely that human activities have been the dominant cause of that warming since the mid-twentieth century and are the most significant driver of observed climate change (IPCC 2014; EPA 2024b). Human influence on the climate system is evident from the increasing GHG concentrations in the atmosphere, positive radiative forcing, observed warming, and improved understanding of the climate system (IPCC 2014). The atmospheric concentrations of GHGs have increased to levels unprecedented in the last 800,000 years, primarily from fossil fuel emissions and secondarily from emissions associated with land use changes (IPCC 2014). Continued emissions of GHGs will cause further warming and changes in all components of the climate system.

Greenhouse Gases

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code section 38505(g), for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen

trifluoride (NF₃) (see also 14 CCR 15364.5).¹ Some GHGs, such as CO₂, CH₄, and N₂O, are emitted into the atmosphere through natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Manufactured GHGs, which have a much greater heat-absorption potential than CO₂, include fluorinated gases, such as HFCs, PFCs, and SF₆, which are associated with certain industrial products and processes. The following paragraphs provide a summary of the most common GHGs and their sources.²

Carbon Dioxide. CO₂ is a naturally occurring gas and a by-product of human activities and is the principal anthropogenic GHG that affects the Earth's radiative balance. Natural sources of CO₂ include respiration of bacteria, plants, animals, and fungus; evaporation from oceans; volcanic out-gassing; and decomposition of dead organic matter. Human activities that generate CO₂ include combustion of fuels such as coal, oil, natural gas, and wood, and changes in land use.

Methane. CH₄ is produced through both natural and human activities. CH₄ is a flammable gas and is the main component of natural gas. CH₄ is produced through anaerobic (without oxygen) decomposition of waste in landfills, flooded rice fields, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.

Nitrous Oxide. N₂O is produced through natural and human activities, mainly through agricultural activities and natural biological processes, although fuel burning and other processes also create N₂O. Sources of N₂O include soil cultivation practices (microbial processes in soil and water), especially the use of commercial and organic fertilizers, manure management, industrial processes (such as in nitric acid production, nylon production, and fossil-fuel-fired power plants), vehicle emissions, and using N₂O as a propellant (such as in rockets, race cars, and aerosol sprays).

Fluorinated Gases. Fluorinated gases (also referred to as F-gases) are powerful synthetic GHGs emitted from many industrial processes. Fluorinated gases are commonly used as substitutes for stratospheric ozone (O₃)-depleting substances (e.g., CFCs, HCFCs, and halons). The most prevalent fluorinated gases include the following:

- **Hydrofluorocarbons:** HFCs are compounds containing only hydrogen, fluorine, and carbon atoms. HFCs are synthetic chemicals used as alternatives to O₃-depleting substances in serving many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are used in manufacturing.
- **Perfluorocarbons:** PFCs are a group of human-made chemicals composed of carbon and fluorine only. These chemicals were introduced as alternatives, with HFCs, to the O₃-depleting substances. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Because PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere, these chemicals have long lifetimes, ranging between 10,000 and 50,000 years.
- **Sulfur Hexafluoride:** SF₆ is a colorless gas that is soluble in alcohol and ether and is slightly soluble in water. SF₆ is used for insulation in electric power transmission and distribution equipment, semiconductor manufacturing, the magnesium industry, and as a tracer gas for leak detection.
- **Nitrogen Trifluoride:** NF₃ is used in the manufacture of a variety of electronics, including semiconductors and flat panel displays.

¹ California Health and Safety Code 38505 identifies seven greenhouse gases (GHGs) that the California Air Resources Board (CARB) is responsible for monitoring and regulating to reduce emissions: CO₂, CH₄, N₂O, SF₆, HFCs, PFCs, and NF₃.

² The descriptions of GHGs are summarized from the Intergovernmental Panel on Climate Change (IPCC) Second Assessment Report (1995), IPCC Fourth Assessment Report (2007), CARB's Glossary of Air Pollution Terms (2015), and EPA's Glossary of Climate Change Terms (2017).

- **Chlorofluorocarbons.** CFCs are synthetic chemicals that have been used as cleaning solvents, refrigerants, and aerosol propellants. CFCs are chemically unreactive in the lower atmosphere (troposphere), and the production of CFCs was prohibited in 1987 due to the chemical destruction of stratospheric O₃.
- **Hydrochlorofluorocarbons.** HCFCs are a large group of compounds whose structure is very close to that of CFCs—containing hydrogen, fluorine, chlorine, and carbon atoms—but including one or more hydrogen atoms. Like HFCs, HCFCs are used in refrigerants and propellants. HCFCs were also used in place of CFCs for some applications; however, their use in general is being phased out.

Black Carbon. Black carbon is a component of fine particulate matter, which has been identified as a leading environmental risk factor for premature death. It is produced from the incomplete combustion of fossil fuels and biomass burning, particularly from older diesel engines and forest fires. Black carbon warms the atmosphere by absorbing solar radiation, influences cloud formation, and darkens the surface of snow and ice, which accelerates heat absorption and melting. Black carbon is short-lived and varies spatially, which makes quantifying its global warming potential (GWP) difficult. Diesel particulate matter emissions are a major source of black carbon and are toxic air contaminants that have been regulated and controlled in California for several decades to protect public health. In relation to declining diesel particulate matter from California Air Resources Board (CARB) regulations pertaining to diesel engines, diesel fuels, and burning activities, CARB estimates that annual black carbon emissions in California were reduced by 70% between 1990 and 2010, with 95% control expected by 2020 (CARB 2014).

Water Vapor. The primary source of water vapor is evaporation from the ocean, with additional vapor generated by sublimation (change from solid to gas) from ice and snow, evaporation from other water bodies, and transpiration from plant leaves. Water vapor is the most important, abundant, and variable GHG in the atmosphere and is necessary to maintain life.

Ozone. Tropospheric O₃, which is created by photochemical reactions involving gases from both natural sources and human activities, acts as a GHG. Stratospheric O₃, which is created by the interaction between solar ultraviolet radiation and molecular oxygen (O₂), plays a decisive role in the stratospheric radiative balance. Depletion of stratospheric O₃, due to chemical reactions that may be enhanced by climate change, results in an increased ground-level flux of ultraviolet-B radiation.

Aerosols. Aerosols are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light.

Global Warming Potential

Gases in the atmosphere can contribute to climate change both directly and indirectly. Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2024a). The Intergovernmental Panel on Climate Change developed the GWP concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is defined as the ratio of the time-integrated radiative forcing from the instantaneous release of 1 kilogram of a trace substance relative to that of 1 kilogram of a reference gas (IPCC 2014). The reference gas used is CO₂; therefore, GWP-weighted emissions are measured in metric tons of CO₂ equivalent (MT CO₂e).

The current version of the California Emissions Estimator Model (CalEEMod) (version 2020.4.0) assumes that the GWP for CH₄ is 25 (so emissions of 1 MT of CH₄ are equivalent to emissions of 25 MT of CO₂), and the GWP for N₂O is 298, based on the IPCC's Fourth Assessment Report (IPCC 2007). The GWP values identified in CalEEMod were applied to the project.

Contributions to Greenhouse Gas Emissions

Per the U.S. Environmental Protection Agency (EPA) Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 to 2020, total GHG emissions in the United States were approximately 5,981 million metric tons (MMT) CO₂e in 2020 (EPA 2021). The primary GHG emitted by human activities in the United States was CO₂, which represented approximately 78.8% of total GHG emissions (4,716 MMT CO₂e). The largest source of CO₂, and of overall GHG emissions, was fossil fuel combustion, which accounted for approximately 92.1% of CO₂ emissions in 2020 (4,343 MMT CO₂e). Relative to 1990, gross United States GHG emissions in 2020 were 7% lower; however, the gross emissions were down from a high of 15.6% above 1990 levels in 2007. GHG emissions decreased from 2019 to 2020 by 9% (590.3 MMT CO₂e), and overall, net emissions in 2020 were 20% below 2005 levels (EPA 2021).

According to California's 2000–2019 GHG emissions inventory (2021 edition), California emitted approximately 418 MMT CO₂e in 2019, including emissions resulting from out-of-state electrical generation (CARB 2021). The sources of GHG emissions in California include transportation, industry, electric power production from both in-state and out-of-state sources, residential and commercial activities, agriculture, high-GWP substances, and recycling and waste. Table 4.7-1 presents California GHG emission source categories and their relative contributions to the emissions inventory in 2019.

According to California's 2000–2018 GHG emissions inventory (2020 edition), California emitted 425 MMT CO₂e in 2018, including emissions resulting from out-of-state electrical generation (CARB 2020). The sources of GHG emissions in California include transportation, industry, electric power production from both in-state and out-of-state sources, residential and commercial activities, agriculture, high-GWP substances, and recycling and waste. The California GHG emission source categories and their relative contributions in 2018 are presented in Table 4.7-1.

Table 4.7-1. Greenhouse Gas Emissions Sources in California

| Source Category | Annual GHG Emissions (MMT CO ₂ e) | Percent of Total* |
|--|--|-------------------|
| Transportation | 166.1 | 39.7% |
| Industrial | 88.2 | 21.1% |
| Electric power | 58.8 | 14.1% |
| Commercial and residential | 43.8 | 10.5% |
| Agriculture | 31.8 | 7.6% |
| High global-warming-potential substances | 20.6 | 4.9% |
| Recycling and waste | 8.9 | 2.1% |
| Total | 418.2 | 100% |

Source: CARB 2021.

Notes: GHG = greenhouse gas; MMT CO₂e = million metric tons of carbon dioxide equivalent per year.

* Column may not total 100 due to rounding.

Between 2000 and 2019, per-capita GHG emissions in California dropped from a peak of 14.0 MT per person in 2001 to 10.5 MT per person in 2019, representing an approximate 25% decrease. In addition, total GHG emissions in 2019 were approximately 7 MMT CO₂e lower than 2018 emissions (CARB 2021).

Table 4.7-2 presents the City of Oceanside (City) 2013 community-wide GHG emissions and the percent contribution of each emissions sector (commercial/industrial, residential, solid waste, transportation, and wastewater).

Table 4.7-2. City of Oceanside Baseline Community-Wide GHG Emissions Inventory (2013)

| Source Category | Annual GHG Emissions (MT CO ₂ e) | Percent of Total |
|-----------------|---|------------------|
| Transportation | 477,178 | 48.5% |
| Electricity | 251,524 | 25.6% |
| Natural Gas | 162,447 | 16.5% |
| Solid Waste | 40,615 | 4.1% |
| Water* | 27,420 | 2.8% |
| Municipal | 24,828 | 2.5% |
| Totals | 984,012 | 100% |

Source: City of Oceanside, Oceanside Climate Action Plan, April 2019.

Notes: GHG = greenhouse gas; MT CO₂e = metric tons of carbon dioxide equivalent.

GHG emissions for each category are rounded. Sums may not add up to totals due to rounding.

* Emissions associated with water and wastewater treatment at City-operated facilities were accounted for as Municipal emissions. Water emissions include upstream emissions from import of water to the City.

As shown in Table 4.7-2, approximately 49% of the City's community-wide GHG emissions in 2013 were attributed to transportation sources. Energy consumption, including electricity and natural gas, accounted for approximately 42%, solid waste accounted for 4%, and water accounted for less than 3% of the City's community-wide GHG emissions.

Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The 2014 Intergovernmental Panel on Climate Change Synthesis Report (IPCC 2014) indicated that warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. Signs that global climate change has occurred include warming of the atmosphere and ocean, diminished amounts of snow and ice, rising sea levels, and ocean acidification (IPCC 2014).

In California, climate change impacts have the potential to affect sea-level rise, agriculture, snowpack and water supply, forestry, wildfire risk, public health, frequency of severe weather events, and electricity demand and supply. The primary effect of global climate change has been a rise in average global tropospheric temperature. Reflecting the long-term warming trend since pre-industrial times, observed global mean surface temperature for the decade 2006–2015 was 0.87 °C (likely between 0.75 °C and 0.99 °C) higher than the average over the 1850–1900 period (IPCC 2018). Scientific modeling predicts that continued emissions of GHGs at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. Human activities are estimated to have caused approximately 1.0 °C (1.8 degrees °F) of global warming above pre-industrial levels, with a likely range of 0.8 °C to 1.2 °C (1.4 °F to 2.2 °F) (IPCC 2018). Scientific modeling predicts that continued emissions of GHGs at or above current rates would induce more extreme climate changes during

the twenty-first century than were observed during the twentieth century. Human activities are estimated to have caused approximately 1.0°C (1.8°F) of global warming above pre-industrial levels, with a likely range of 0.8°C to 1.2°C (1.4°F to 2.2°F) (IPCC 2018). Global warming is likely to reach 1.5 °C (2.7 °F) between 2030 and 2052 if it continues to increase at the current rate (IPCC 2018).

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. The Office of Environmental Health Hazard Assessment identified various indicators of climate change in California, which are scientifically based measurements that track trends in various aspects of climate change. Many indicators reveal discernible evidence that climate change is occurring in California and is having significant, measurable impacts in the state. Changes in the state's climate have been observed including an increase in annual average air temperature, with record warmth from 2012 to 2016, more frequent extreme heat events, more extreme drought, a decline in winter chill, an increase in cooling degree days and a decrease in heating degree days, and an increase in variability of statewide precipitation (OEHHA 2018).

Warming temperatures and changing precipitation patterns have altered the physical systems—the ocean, lakes, rivers, and snowpack—upon which California depends. Winter snowpack and spring snowmelt runoff from the Sierra Nevada and southern Cascade Mountains provide approximately one-third of the state's annual water supply. Impacts of climate on physical systems have been observed, such as high variability of snow-water content (i.e., amount of water stored in snowpack), decrease in snowmelt runoff, glacier change (loss in area), rise in sea levels, increase in average lake water temperature and coastal ocean temperature, and a decrease in dissolved oxygen in coastal waters (OEHHA 2018).

Impacts of climate change on biological systems, including humans, wildlife, and vegetation, have also been observed, including climate change impacts on terrestrial, marine, and freshwater ecosystems. As with global observations, species responses include those consistent with warming: elevational or latitudinal shifts in range, changes in the timing of key plant and animal life cycle events, and changes in the abundance of species and in community composition. Humans are better able to adapt to a changing climate than plants and animals in natural ecosystems. Nevertheless, climate change poses a threat to public health because warming temperatures and changes in precipitation can affect vector-borne pathogen transmission and disease patterns in California, as well as the variability of heat-related deaths and illnesses. In addition, since 1950, the area burned by wildfires each year has followed an increasing trend overall.

The California Natural Resources Agency (CNRA) has released four California Climate Change Assessments (2006, 2009, 2012, and 2018), which have addressed the following: acceleration of warming across the state, more intense and frequent heat waves, greater riverine flows, accelerating sea level rise, more intense and frequent drought, more severe and frequent wildfires, more severe storms and extreme weather events, shrinking snowpack and less overall precipitation, and ocean acidification, hypoxia, and warming. In addition to the potential statewide effects of climate change, to address local and regional governments' need for information to support action in their communities, the CNRA Fourth Assessment includes reports for nine regions of the state, including the San Diego Region, where the project is located. Key projected climate changes for the San Diego Region include the following (CNRA 2019):

- Temperature is projected to increase substantially, along with mean temperature; heat wave frequency will increase, with more intensity and longer duration.
- Precipitation will remain highly variable but will change in character, with wetter winters, drier springs, and more frequent and severe droughts punctuated by more intense individual precipitation events.

- Wildfire risk will increase in the future as climate warms. The risk for large catastrophic wildfires driven by Santa Ana wind events will also likely increase as a result of a drier autumns leading to low antecedent precipitation before the height of the Santa Ana wind season.
- The sea level along San Diego County's shoreline is expected to rise. High tides combined with elevated shoreline water levels produced by locally and distantly driven wind-driven waves will drive extreme events. Longer-term, sea level will increase rapidly in the second half of the century and will be punctuated by short periods of storm-driven extreme sea levels that will imperil existing infrastructure, structures, and ecosystems with increasing frequency.

4.7.2 Regulatory Setting

Federal

Massachusetts v. EPA

In *Massachusetts v. EPA* (April 2007), the U.S. Supreme Court directed the EPA administrator to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In December 2009, the administrator signed a final rule with the following two distinct findings regarding GHGs under Section 202(a) of the federal Clean Air Act:

- The Administrator found that elevated concentrations of GHGs—CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆—in the atmosphere threaten the public health and welfare of current and future generations. This is the “endangerment finding.”
- The Administrator further found the combined emissions of GHGs—CO₂, CH₄, N₂O, and HFCs—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is the “cause or contribute finding.”

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the Clean Air Act.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (December 2007), among other key measures, would do the following, which would aid in the reduction of national GHG emissions (EPA 2007):

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020 and direct the National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy-efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

Federal Vehicle Standards

In response to a U.S. Supreme Court ruling, the Bush Administration issued Executive Order (EO) 13432 in 2007 directing EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016 (75 FR 25324–25728).

In 2010, President Barack Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO₂ in model year 2025, on an average industry fleetwide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021 (77 FR 62624–63200). On January 12, 2017, EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks (EPA 2023).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018 (76 FR 57106–57513). The standards for CO₂ emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6% to 23% over the 2010 baselines.

In August 2016, EPA and NHTSA announced the adoption of the Phase Two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The Phase Two program will apply to vehicles with model year 2018–2027 for certain trailers, and model years 2021–2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion MT and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (EPA and NHTSA 2016).

In August 2018, EPA and NHTSA proposed to amend certain fuel economy and GHG standards for passenger cars and light trucks and establish new standards for model years 2021–2026. Compared to maintaining the post-2020 standards now in place, the 2018 proposal would increase U.S. fuel consumption by about half a million barrels per day (2% to 3% of total daily consumption, according to the Energy Information Administration) and would impact the global climate by 3/1000th of 1 degree Celsius by 2100 (EPA and NHTSA 2018). California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures and have committed to cooperating with other countries to implement global climate change initiatives.

In 2019, EPA and NHTSA published the Safer Affordable Fuel-Efficient Vehicles Rule Part One: One National Program (SAFE-1), which revoked California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. In March 2020, Part Two was issued, which set CO₂ emissions standards and corporate average fuel economy standards for passenger vehicles and light-duty trucks for model years 2021–2026. In March 2022, EPA reinstated California's authority under the Clean Air Act to implement its own GHG emission standards and zero-emission vehicle sales mandate. EPA's March 2022 action concludes its

reconsideration of the 2019 SAFE-1 rule by finding that the actions taken under the previous administration as a part of SAFE-1 were decided in error and are now entirely rescinded.

State

The statewide GHG emissions regulatory framework is summarized below by category: state climate change targets, building energy, renewable energy and energy procurement, mobile sources, solid waste, water, and other state regulations and goals. The following text describes EOs, legislation, regulations, and other plans and policies that would directly or indirectly reduce GHG emissions and/or address climate change issues.

State Climate Change Targets

The state has taken a number of actions to address climate change. These include EOs, legislation, and CARB plans and requirements. These are summarized below.

EO S-3-05. EO S-3-05 (June 2005) established California's GHG emissions reduction targets and laid out responsibilities among the state agencies for implementing the EO and for reporting on progress toward the targets. This EO established the following targets:

- By 2010, reduce GHG emissions to 2000 levels
- By 2020, reduce GHG emissions to 1990 levels
- By 2050, reduce GHG emissions to 80% below 1990 levels

EO S-3-05 also directed the California Environmental Protection Agency to report biannually on progress made toward meeting the GHG targets and the impacts to California due to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. The Climate Action Team was formed, which subsequently issued reports from 2006 to 2010.

Assembly Bill 32. In furtherance of the goals established in EO S-3-05, the legislature enacted Assembly Bill (AB) 32. The bill is referred to as the California Global Warming Solutions Act of 2006. AB 32 provided initial direction on creating a comprehensive multiyear program to limit California's GHG emissions to 1990 levels by 2020 and initiate the transformations required to achieve the state's long-range climate objectives.

Executive Order B-55-18. EO B-55-18 (September 2018) establishes a statewide policy for the state to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net-negative emissions thereafter. The goal is an addition to the existing statewide targets of reducing the state's GHG emissions. CARB will work with relevant state agencies to ensure that future scoping plans identify and recommend measures to achieve the carbon neutrality goal.

Senate Bill 32 and AB 197. Senate Bill (SB) 32 and AB 197 (enacted in 2016) are companion bills. SB 32 codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40% below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the senate and three members of the assembly, in order to provide ongoing oversight over implementation of the state's climate policies. AB 197 also added two members of the legislature to CARB as nonvoting members; requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and toxic air contaminants from reporting facilities; and requires CARB to identify specific information for GHG emissions reduction measures when updating the scoping plan.

CARB's Climate Change Scoping Plan. One specific requirement of AB 32 is for CARB to prepare a scoping plan for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020 (California Health and Safety Code Section 38561[a]) and to update the plan at least once every 5 years. In 2008, CARB approved the first scoping plan. The Climate Change Scoping Plan: A Framework for Change (Scoping Plan) included a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the state's long-range climate objectives. The key elements of the Scoping Plan include the following (CARB 2008):

1. Expanding and strengthening existing energy efficiency programs as well as building and appliance standards.
2. Achieving a statewide renewable energy mix of 33%.
3. Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and that caps sources contributing 85% of California's GHG emissions.
4. Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets.
5. Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard (17 CCR 95480 et seq.).
6. Creating targeted fees, including a public goods charge on water use, fees on high-GWP gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.

The Scoping Plan also identified local governments as essential partners in achieving California's goals to reduce GHG emissions because they have broad influence and, in some cases, exclusive authority over activities that contribute to significant direct and indirect GHG emissions through their planning and permitting processes, local ordinances, outreach and education efforts, and municipal operations. Specifically, the Scoping Plan encouraged local governments to adopt a reduction goal for municipal operations and for community emissions to reduce GHGs by approximately 15% from 2008 levels by 2020. Many local governments developed community-scale local GHG reduction plans based on this Scoping Plan recommendation.

In 2014, CARB approved the first update to the Scoping Plan. The First Update to the Climate Change Scoping Plan: Building on the Framework (First Update) defined the state's GHG emission reduction priorities for the next 5 years and laid the groundwork to start the transition to the post-2020 goals set forth in EOs S-3-05 and B-16-2012. The First Update concluded that California is on track to meet the 2020 target, but it recommended a 2030 midterm GHG reduction target be established to ensure a continuum of action to reduce emissions. The First Update recommended a mix of technologies in key economic sectors to reduce emissions through 2050, including energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies. As part of the First Update, CARB recalculated the state's 1990 emissions level, using more recent GWPs identified by the Intergovernmental Panel on Climate Change, from 427 MMT CO_{2e} to 431 MMT CO_{2e} (CARB 2014).

In 2015, as directed by EO B-30-15, CARB began working on an update to the Scoping Plan to incorporate the 2030 emissions target of 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050, as set forth in S-3-05. The governor called on California to pursue a new and ambitious set of strategies, in line with the five climate change pillars from his inaugural address, to reduce GHG emissions and prepare for the unavoidable impacts of climate

change. In the summer of 2016, the legislature affirmed the importance of addressing climate change through passage of SB 32.

In December 2017, CARB released the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan Update) for public review and comment (CARB 2017). The 2017 Scoping Plan builds on the successful framework established in the initial Scoping Plan and First Update and identifies new, technologically feasible, and cost-effective strategies that will serve as the framework to achieve the 2030 GHG target and define the state's climate change priorities to 2030 and beyond. The strategies' "known commitments" include implementing renewable energy and energy efficiency (including the mandates of SB 350), increased stringency of the Low Carbon Fuel Standard, measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant Plan, and increased stringency of SB 375 targets. To fill the gap in additional reductions needed to achieve the 2030 target, it recommends continuing the Cap-and-Trade Program and a measure to reduce GHGs from refineries by 20%.

For local governments, the 2017 Scoping Plan replaced the first Scoping Plan's 15% reduction goal with a recommendation to aim for a community-wide goal of no more than 6 MT CO₂e per capita by 2030 and no more than 2 MT CO₂e per capita by 2050, which are consistent with the state's long-term goals. These goals are also consistent with the Global Climate Leadership Memorandum of Understanding (Under 2 2016) and the Paris Agreement, which are developed around the scientifically based levels necessary to limit global warming below 2°C. The 2017 Scoping Plan recognizes the benefits of local government GHG planning (e.g., through climate action plans [CAPs]) and provides more information regarding tools CARB is working on to support those efforts. It also recognizes the California Environmental Quality Act (CEQA) streamlining of provisions for project-level review where there is a legally adequate CAP.³ The 2017 Scoping Plan was approved by CARB's Governing Board on December 14, 2017.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32, SB 32, and the EOs and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. A project is considered consistent with the statutes and EOs if it meets the general policies in reducing GHG emissions to facilitate the achievement of the state's goals and does not impede attainment of those goals. As discussed in several cases, a given project need not be in perfect conformity with every planning policy or goal to be consistent. A project would be consistent if it would further the objectives and not obstruct their attainment.

EO B-18-12. EO B-18-12 (April 2012) directed state agencies, departments, and other entities under the governor's executive authority to take action to reduce entity-wide GHG emissions by at least 10% by 2015 and 20% by 2020, as measured against a 2010 baseline. EO B-18-12 also established goals for existing state buildings for reducing grid-based energy purchases and water use.

EO B-30-15. EO B-30-15 (April 2015) identified an interim GHG reduction target in support of targets previously identified under S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050, as set forth in S-3-05. To facilitate achieving this goal, EO B-30-15 called for CARB to update the Scoping Plan to express the 2030 target in terms of MMT CO₂e. The EO also

³ *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490; *San Francisco Tomorrow et al. v. City and County of San Francisco* (2015) 229 Cal.App.4th 498; *San Franciscans Upholding the Downtown Specific Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656; *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.

called for state agencies to continue to develop and implement GHG emission reduction programs in support of the reduction targets.

SB 605 and SB 1383. SB 605 (2014) required CARB to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants in the state; and SB 1383 (2016) required CARB to approve and implement that strategy by January 1, 2018. SB 1383 also establishes specific targets for the reduction of short-lived climate pollutants (40% below 2013 levels by 2030 for MH_4 and HFCs, and 50% below 2013 levels by 2030 for anthropogenic black carbon), and provides direction for reductions from dairy and livestock operations and landfills. Accordingly, and as mentioned above, CARB adopted its Short-Lived Climate Pollutant Reduction Strategy in March 2017. The Short-Lived Climate Pollutant Reduction Strategy establishes a framework for the statewide reduction of emissions of black carbon, MH_4 , and fluorinated gases.

EO B-55-18. EO B-55-18 (September 2018) establishes a new statewide goal “to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter.” This EO directs CARB to “work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.”

Building Energy

Title 24, Part 6. Title 24 of the California Code of Regulations was established in 1978 and serves to enhance and regulate California’s building standards. Although not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established building energy efficiency standards that are designed to ensure new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These energy efficiency standards are reviewed every few years by the Building Standards Commission and the California Energy Commission (CEC), and revised if necessary (California Public Resources Code, Section 25402[b][1]). The regulations receive input from members of industry and the public, with the goal of “reducing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy” (California Public Resources Code, Section 25402). These regulations are carefully scrutinized and analyzed for technological and economic feasibility (California Public Resources Code, Section 25402[d]) and cost-effectiveness (California Public Resources Code, Sections 25402[b][2] and [b][3]). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment. The 2016 Title 24 building energy efficiency standards became effective January 1, 2017. The 2019 Title 24 Building Energy Efficiency Standards became effective on January 1, 2020, which will further reduce energy used and the associated GHG emissions as compared to the 2016 Title 24 building energy efficiency standards. Residential buildings built to the 2019 standards are anticipated to use an estimated 53% less energy than those built to the 2016 standards (CEC 2018).

The 2022 Title 24 standards will improve upon the 2019 standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The CEC adopted the 2022 Title 24 Energy Code in August 2021, and the California Building Standards Commission approved incorporating the updated code into the California Building Standards Code in December 2021. The 2022 Energy Code will go into effect on January 1, 2023. The 2022 Energy Code focuses on four key areas in newly constructed homes and businesses:

- Encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units.
- Establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking, and electric vehicle (EV) charging options whenever they choose to adopt those technologies.

- Expanding photovoltaic (PV) solar system and battery storage standards to make clean energy available on site and complement the state’s progress toward a 100% clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

Title 24, Part 11. In addition to CEC’s efforts, in 2008, the California Building Standards Commission adopted the nation’s first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CALGreen and establishes minimum mandatory standards and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential and state-owned buildings, schools, and hospitals. The CALGreen 2019 standards, which are the current standards, became effective January 1, 2020.

Title 20. Title 20 of the California Code of Regulations requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. CEC certifies an appliance based on a manufacturer’s demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwashers; clothes washers and dryers; cooking products; electric motors; low-voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing each type of appliance covered under the regulations, and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

Assembly Bill 1109. Enacted in 2007, AB 1109 required CEC to adopt minimum energy efficiency standards for general-purpose lighting to reduce electricity consumption by 50% for indoor residential lighting and by 25% for indoor commercial lighting.

SB 1. SB 1 (August 2006) established a \$3 billion rebate program to support the goal of the state to install rooftop solar energy systems with a generation capacity of 3,000 megawatts through 2016. SB 1 added sections to the California Public Resources Code, including Chapter 8.8 (California Solar Initiative), that require building projects applying for ratepayer-funded incentives for PV systems to meet minimum energy efficiency levels and performance requirements. Section 25780 established that it is a goal of the state to establish a self-sufficient solar industry. The goals included establishing solar energy systems as a viable mainstream option for both homes and businesses within 10 years of adoption, and placing solar energy systems on 50% of new homes within 13 years of adoption. SB 1, also termed “Go Solar California,” was previously titled “Million Solar Roofs.”

AB 1470. This bill established the Solar Water Heating and Efficiency Act of 2007. The bill makes findings and declarations of the legislature relating to the promotion of solar water heating systems and other technologies that reduce natural gas demand. The bill defines several terms for purposes of the act. The bill requires the commission to evaluate the data available from a specified pilot program, and, if it makes a specified determination, to design and implement a program of incentives for the installation of 200,000 solar water heating systems in homes and businesses throughout the state by 2017.

Renewable Energy and Energy Procurement

SB 1078. SB 1078 (September 2002) established the Renewables Portfolio Standard (RPS) program, which requires an annual increase in renewable generation by the utilities. Initially, the RPS required utilities to obtain 20% of their power from renewable sources by 2010. SB X1-2 (2011) subsequently expanded the RPS by establishing that 33% of the total electricity sold to retail customers in California per year by December 31, 2020, and in subsequent years, be secured from qualifying renewable energy sources. SB 350 (2015) further expanded the RPS by establishing that 50% of the total electricity sold to retail customers in California per year by December 31, 2030, be secured from qualifying renewable energy sources. SB 100 (2018) further accelerated the RPS, requiring achievement of a 50% RPS by December 31, 2026, and a 60% RPS by December 31, 2030. SB 100 also established a new state policy goal that calls for eligible renewable energy resources and zero-carbon resources to supply 100% of electricity retail sales and 100% of electricity procured to serve all state agencies by December 31, 2045.

Under the program, a renewable electrical generation facility is one that uses biomass, solar thermal, PV, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation of 30 megawatts or less, digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements with respect to its location.

SB 350. SB 350 (October 2015) further expanded the RPS by establishing a goal of 50% of the total electricity sold to retail customers in California per year by December 31, 2030. In addition, SB 350 included the goal to double the energy efficiency savings in electricity and natural gas final end uses (e.g., heating, cooling, lighting, or class of energy uses on which an energy efficiency program is focused) of retail customers through energy conservation and efficiency. The bill also requires the California Public Utilities Commission, in consultation with CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal.

Mobile Sources

AB 1493. AB 1493 (July 2002) was enacted in response to the transportation sector accounting for more than one-half of California's CO₂ emissions. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by the state board to be vehicles that are primarily used for noncommercial personal transportation in the state. AB 1493 required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004.

EO B-16-12. EO B-16-12 (March 2012) required that state entities under the governor's direction and control support and facilitate the rapid commercialization of zero-emission vehicles. It ordered CARB, CEC, the California Public Utilities Commission, and other relevant agencies to work with the Plug-In Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 established a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050. This directive did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare.

EO S-1-07. EO S-1-07 (January 2007, implementing regulation adopted in April 2009) sets a declining Low Carbon Fuel Standard for GHG emissions measured in CO₂e grams per unit of fuel energy sold in California. The target of the Low Carbon Fuel Standard is to reduce the carbon intensity of California passenger vehicle fuels by at least 10% by 2020 (17 CCR 95480 et seq.). The Low Carbon Fuel Standard was subsequently amended in 2018 to require a 20% reduction in carbon intensity by 2030. This new requirement aligns with the California's overall 2030

target of reducing climate-changing emissions to 40% below 1990 levels by 2030, set by SB 32. CARB has adopted implementing regulations for both the 10% and 20% carbon intensity reduction targets. Carbon intensity measures the amount of GHG emissions in the life cycle of a fuel, including extraction/feedstock production, processing, transportation, and final consumption, per unit of energy delivered.

SB 375. SB 375 (September 2008) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 requires CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035 and to update those targets every 8 years. SB 375 requires the state's 18 regional metropolitan planning organizations (MPOs) to prepare an Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP) that will achieve the GHG reduction targets set by CARB. If an MPO is unable to devise an SCS to achieve the GHG reduction target, the MPO must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

Pursuant to California Government Code Section 65080(b)(2)(K), an SCS does not (1) regulate the use of land; (2) supersede the land use authority of cities and counties; or (3) require that a city or county's land use policies and regulations, including those in a General Plan, be consistent with it. Nonetheless, SB 375 makes regional and local planning agencies responsible for developing those strategies as part of the federally required metropolitan transportation planning process and the state-mandated housing element process.

In 2010, CARB adopted the SB 375 targets for the regional MPOs. The targets for the San Diego Association of Governments (SANDAG) are a 7% reduction in emissions per capita by 2020 and a 13% reduction by 2035.

SANDAG completed and adopted its 2050 RTP/SCS in October 2011 (SANDAG 2011). In November 2011, CARB, by resolution, accepted SANDAG's GHG emissions quantification analysis and determination that, if implemented, the SCS would achieve CARB's 2020 and 2035 GHG emissions reduction targets for the region.

After SANDAG's 2050 RTP/SCS was adopted, a lawsuit was filed by the Cleveland National Forest Foundation and others. The case was decided in July 2017, and the court found that the EIR did not have to use EO S-3-05's 2050 goal of an 80% reduction in GHG emissions from 1990 levels as a threshold because the EIR sufficiently informed the public of the potential impacts.

In 2015, SANDAG adopted the next iteration of its RTP/SCS in accordance with statutorily mandated timelines, and no subsequent litigation challenge was filed. More specifically, in October 2015, SANDAG adopted San Diego Forward: The Regional Plan. Like the 2050 RTP/SCS, this planning document meets CARB's 2020 and 2035 reduction targets for the region (SANDAG 2015). In December 2015, CARB, by resolution, accepted SANDAG's GHG emissions quantification analysis and determination that, if implemented, the SCS would achieve CARB's 2020 and 2035 GHG emissions reduction targets for the region. In March 2018, CARB approved updates to the SB 375 GHG emission reduction targets, including a reduction of 15% reduction in emissions per capita by 2020 and a 19% reduction by 2035 for SANDAG.

On February 26, 2021, SANDAG's Board of Directors adopted the final 2021 Regional Transportation Improvement Program (RTIP). The 2021 RTIP covers five fiscal years (FY 2021 through FY 2025) and incrementally implements the SANDAG 2019 Federal Regional Transportation Plan. The 2021 RTIP is designed to implement the region's overall strategy for providing mobility and improving the safety, condition, and efficiency of the transportation system while reducing transportation related air pollution. The 2021 RTIP incrementally implements San Diego

Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP), the long-range transportation plan for the San Diego region approved by the SANDAG Board of Directors on October 25, 2019.

Advanced Clean Cars Program and Zero-Emission Vehicle Program. The Advanced Clean Cars Program (January 2012) is an emissions control program for model years 2015–2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package. The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars (CARB 2024). To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that in 2025 cars will emit 75% less smog-forming pollution than the average new car sold today. To reduce GHG emissions, CARB, in conjunction with EPA and NHTSA, adopted new GHG standards for model year 2017–2025 vehicles; the new standards are estimated to reduce GHG emissions by 34% in 2025. The Zero-Emission Vehicle Program will act as the focused technology of the Advanced Clean Cars Program by requiring manufacturers to produce increasing numbers of zero-emission vehicles and plug-in hybrid EVs in the 2018–2025 model years.

AB 1236. AB 1236 (October 2015) required a city, county, or city and county to approve an application for the installation of EV charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings based upon substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and that there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. The bill provided for appeal of that decision to the planning commission, as specified. The bill provided that the implementation of consistent statewide standards to achieve the timely and cost-effective installation of EV charging stations is a matter of statewide concern. The bill required EV charging stations to meet specified standards. The bill required a city, county, or city and county with a population of 200,000 or more residents to adopt an ordinance, by September 30, 2016, that created an expedited and streamlined permitting process for EV charging stations, as specified. The bill also required a city, county, or city and county with a population of less than 200,000 residents to adopt this ordinance by September 30, 2017.

Water

EO B-29-15. In response to the ongoing drought in California, EO B-29-15 (April 2015) set a goal of achieving a statewide reduction in potable urban water usage of 25% relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives have become permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the state. In response to EO B-29-15, the California Department of Water Resources has modified and adopted a revised version of the Model Water Efficient Landscape Ordinance that, among other changes, significantly increases the requirements for landscape water use efficiency and broadens its applicability to include new development projects with smaller landscape areas.

EO B-37-16. Issued May 2016, EO B-37-16 directed the State Water Resources Control Board to adjust emergency water conservation regulations through the end of January 2017 to reflect differing water supply conditions across the state. The State Water Resources Control Board also developed a proposal to achieve a mandatory reduction of potable urban water usage that builds off the mandatory 25% reduction called for in EO B-29-15. The State Water Resources Control Board and Department of Water Resources will develop new, permanent water use targets that build on the existing state law requirements that the state achieve 20% reduction in urban water usage by 2020. EO B-37-16 also specifies that the State Water Resources Control Board permanently prohibit water-wasting practices, such as hosing off sidewalks, driveways, and other hardscapes; washing automobiles with hoses not equipped with a shut-off nozzle; using non-recirculated water in fountains and other decorative water features;

watering lawns in a manner that causes runoff, or within 48 hours after measurable precipitation; and irrigating ornamental turf on public street medians.

Solid Waste

AB 939, AB 341, and AB 1826. In 1989, AB 939, known as the Integrated Waste Management Act (PRC Sections 40000 et seq.), was passed because of the increase in waste stream and decrease in landfill capacity. The statute established the California Integrated Waste Management Board, which oversees a disposal reporting system. AB 939 mandated a reduction of waste being disposed of where jurisdictions were required to meet diversion goals of all solid waste through source reduction, recycling, and composting activities of 25% by 1995 and 50% by 2000.

AB 341. AB 341 (Chapter 476, Statutes of 2011 [Chesbro]) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75% of solid waste generated be source-reduced, recycled, or composted by 2020, and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the state's policy goal. CalRecycle conducted several general workshops for interested parties and several focused workshops and in August 2015 published a discussion document titled AB 341 Report to the Legislature, which identified five priority strategies that CalRecycle believed would assist the state in reaching the 75% goal by 2020, legislative and regulatory recommendations, and an evaluation of program effectiveness (CalRecycle 2015).

AB 1826. AB 1826 (Chapter 727, Statutes of 2014, effective 2016) requires businesses to recycle their organic waste (i.e., food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste) depending on the amount of waste they generate per week. This law also requires local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. The minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply.

Other State Actions

SB 97. SB 97 (August 2007) directed the Governor's Office of Planning and Research to develop guidelines under CEQA for the mitigation of GHG emissions. In 2008, the Office of Planning and Research issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents. The advisory indicated that the lead agency should identify and estimate a project's GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities (OPR 2008). The advisory further recommended that the lead agency determine significance of the impacts and impose all mitigation measures necessary to reduce GHG emissions to a level that is less than significant. The CNRA adopted the CEQA Guidelines amendments in December 2009, which became effective in March 2010.

Under the amended CEQA Guidelines, a lead agency has the discretion to determine whether to use a quantitative or qualitative analysis or apply performance standards to determine the significance of GHG emissions resulting from a particular project (14 CCR 15064.4[a]). The CEQA Guidelines require a lead agency to consider the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]). The CEQA Guidelines also allow a lead agency to consider feasible means of mitigating the significant effects of GHG emissions, including reductions in emissions through the implementation of project features or off-site measures. The adopted amendments do not establish a GHG emission threshold, instead allowing a lead agency to develop, adopt, and apply its own thresholds

of significance or those developed by other agencies or experts. The CNRA also acknowledges that a lead agency may consider compliance with regulations or requirements implementing AB 32 in determining the significance of a project's GHG emissions (CNRA 2009a).

With respect to GHG emissions, the CEQA Guidelines state in Section 15064.4(a) that lead agencies should “make a good faith effort, to the extent possible on scientific and factual data, to describe, calculate or estimate” GHG emissions. The CEQA Guidelines note that an agency may identify emissions by either selecting a “model or methodology” to quantify the emissions or by relying on “qualitative analysis or other performance based standards” (14 CCR 15064.4[a]). Section 15064.4(b) states that the lead agency should consider the following when assessing the significance of impacts from GHG emissions on the environment: (1) the extent a project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]).

EO S-13-08. EO S-13-08 (November 2008) is intended to hasten California's response to the impacts of global climate change, particularly sea-level rise. Therefore, the EO directs state agencies to take specified actions to assess and plan for such impacts. The final 2009 California Climate Adaptation Strategy report was issued in December 2009 (CNRA 2009b), and an update, Safeguarding California: Reducing Climate Risk, followed in July 2014 (CNRA 2014). To assess the state's vulnerability, the report summarizes key climate change impacts to the state for the following areas: agriculture, biodiversity and habitat, emergency management, energy, forestry, ocean and coastal ecosystems and resources, public health, transportation, and water.

Local

City of Oceanside General Plan

The City of Oceanside General Plan Circulation Element (City of Oceanside 2012), Land Use Element (City of Oceanside 1989), and Energy Climate Action Element (ECAE; City of Oceanside 2019) include goals and policies to reduce GHG emissions within the City. The following goals and policies from these elements are relevant to the project.

Circulation Element

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

Pedestrian Facilities

Goal 5: Support walking as a primary means of transportation that in turn supports transit and bike options. A positive walking environment is essential for supporting smart growth, mixed land uses, transit oriented development, traffic calming and reducing traffic congestion and greenhouse gas emissions.

Intelligent Transportation System Technologies

Policy 4.1: The City shall encourage the reduction of vehicle miles traveled, reduction of the total number of daily and peak hour vehicle trips, and provide better utilization of the circulation system through development and implementation of transportation demand management (TDM) strategies. These

may include, but not limited to, implementation of peak hour trip reduction, encourage staggered work hours, telework programs, increased development of employment centers where transit usage is highly viable, encouragement of ridesharing options in the public and private sector, provision for park-and-ride facilities adjacent to the regional transportation system, and provision for transit subsidies.

Transportation Demand Management

Policy 4.9: The City shall look for opportunities to incorporate TDM [transportation demand management] programs into their Energy Roadmap that contributes to state and regional goals for saving energy and reducing greenhouse gas emissions.

Land Use Element

Air Quality

The City will continue to cooperate with the SDAPCD (San Diego Air Pollution Control District) Board. This will include participation in the development of the Regional Air Quality Strategy (RAQS) through cooperation with the San Diego County Air Quality Planning Team.

Bicycle Facilities

Policy A: Development shall provide Class II Bikeways (Bike Lanes) on all secondary, major, and prime arterials.

Policy D: The use of land shall integrate the Bicycle Circulation System with auto, pedestrian, and transit systems:

1. Development shall provide short-term bicycle parking and long-term bicycle storage facilities such as bicycle racks, pedestal posts, and rental bicycle lockers.
2. Development shall provide safe and convenient bicycle access to high activity land uses, such as schools, parks, shopping, employment, and entertainment centers.

Pedestrian

Policy A: The construction of five (5) foot wide sidewalks adjacent to the curb shall be required in all new developments and street improvements.

Transit System

Policy A: The City shall coordinate and encourage the existing bus system to serve newly developed areas.

Energy

Policy A: The City shall encourage the design, installation, and use of passive and active solar collection systems.

Policy B: The City shall encourage the use of energy efficient design, structures, materials, and equipment in all land developments or uses.

Energy and Climate Action Element

The ECAE of the City's General Plan was adopted on May 8, 2019, and addresses energy consumption and other activities within the City that may contribute to adverse energy and GHG impacts. The ECAE focuses on activities associated with human-induced climate change. The ECAE outlines sustainability goals and policies for the City's decision-making process, including development review protocols. The primary themes and goals of the ECAE are related to energy efficiency and renewable energy, smart growth and multimodal transportation, zero waste, water conservation, urban greening, local agriculture, and sustainable consumption.

Policy ECAE 1b-4: The City shall explore opportunities to implement "mobility hub" features within Smart Growth Opportunity Areas and other areas amenable to active transportation and shared mobility option.

Policy ECAE 2a-6: The City shall work with the development community to identify new sources of financing for mixed-use and other forms of urbanized development, including the implementation of the El Corazon Specific Plan.

Policy ECAE 2e-4: Through TDM programs and other means, the City shall encourage employers to participate in regional rideshare programs, including SANDAG's iCommute.

Policy ECAE 2f-2: The City shall explore incentives for electric vehicle charging facilities in multi-family developments.

Policy ECAE 2f-4: The City shall partnership with the local business community, San Diego Gas & Electric, and other stakeholders, explore ways to reduce the cost of electric and other zero emission vehicles to Oceanside residents, specifically low-income households in proximity to air quality hotspots near I-5 and state highways.

Policy ECAE 2f-9: The City shall consider ways to reduce vehicle idling, particularly in proximity to schools and other sensitive receptors.

Policy ECAE 5a-2: The City shall update the City's Street Tree Ordinance to require one-to-one replacement of trees removed from the public right-of-way, parkways, and other public spaces.

City of Oceanside Climate Action Plan

The City adopted its CAP on May 8, 2019 (City of Oceanside 2019). The CAP acts as a roadmap to address the challenges of climate change within the City and outlines measures the City will take to make progress toward meeting the state's GHG reduction goals. The CAP includes a baseline GHG emissions inventory for 2013, GHG emissions forecasts for 2020, 2030, 2035, 2040, and 2050, local GHG emissions reduction strategies and measures to help the City achieve the statewide targets, and implementation and monitoring mechanisms to ensure the City's measures and targets are achieved. The CAP established local GHG emissions reduction targets for future years as follows:

- By 2020, reduce GHG emissions levels to 5 MT CO₂e per capita

- By 2030, reduce GHG emissions levels to 4 MT CO₂e per capita
- By 2040, reduce GHG emissions levels to 3 MT CO₂e per capita
- By 2050, reduce GHG emissions levels to 2 MT CO₂e per capita

The CAP was prepared in accordance with the requirements within CEQA Guidelines Section 15183.5, and the CAP Consistency Checklist was used to evaluate the proposed project's significance with respect to GHG emissions.

4.7.3 Thresholds of Significance

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

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

As stated in CEQA Guidelines Section 15064.4(b)(1)-(3),

A lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment: (1) the extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether project emissions exceed a threshold of significance that the lead agency determines applies to the project; and, (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

Section 15064(h)(3) of the CEQA Guidelines also states that, "A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located."

The CEQA Guidelines do not prescribe specific methodologies for performing an assessment, do not establish specific quantitative thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA.

The Office of Planning and Research Technical Advisory titled CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act Review states that "public agencies are encouraged but not required to adopt thresholds of significance for environmental impacts. Even in the absence of clearly defined thresholds for GHG emissions, the law requires that such emissions from CEQA projects must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact" (OPR 2008). Furthermore, the advisory document indicates that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice."

City of Oceanside

As the lead agency, the City has the discretion to choose the significance threshold for discretionary projects. The City’s CAP relies on a screening threshold based on land use size and a CAP Consistency Checklist to determine whether a project’s emissions would be consistent with GHG emissions estimated within the City’s CAP. Consistent with recent projects certified by the City and the City CAP, the analysis will use a threshold of 900 MT CO₂e annually, with construction-related emissions amortized over 20 years. Specifically, the City has determined that new development projects emitting less than 900 MT CO₂e annual GHG would not contribute considerably to cumulative climate change impacts and therefore do not need to demonstrate consistency with the CAP. Projects with emissions greater than 900 MT CO₂e would be required to show CAP Checklist consistency.

The CAP Consistency Checklist is used to determine significance in accordance with CEQA Guidelines Section 15183.5; therefore, the CAP Consistency Checklist was used to evaluate the proposed project’s significance with respect to GHG emissions.

4.7.4 Impact Analysis

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction of the project would result in GHG emissions primarily associated with the use of off-road construction equipment, on-road vendor trucks, and worker vehicles. The construction GHG emissions as calculated in CalEEMod are shown in Table 4.7-3 below. Per preliminary project details, analysis assumed construction of the project would begin in summer 2023 and would last approximately 18 months. GHGs related to construction are shown in Table 4.7-3.

Table 4.7-3. Estimated Annual Construction Greenhouse Gas Emissions

| Year | MT CO ₂ | MT CH ₄ | MT N ₂ O | MT CO ₂ e |
|---|--------------------|--------------------|---------------------|----------------------|
| 2023 | 291.70 | 0.06 | <0.01 | 295.58 |
| 2024 | 462.24 | 0.0 | 0.02 | 469.29 |
| Total | | | | 764.87 |
| Yearly Average Construction Emissions (MT CO ₂ e/year over 20 years) | | | | 38.24 |

Source: Appendix B, Air Quality and Greenhouse Gas Emissions Technical Report.

Notes: MT = metric tons; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent.

As shown in Table 4.7-3, the estimated total GHG emissions during construction would be approximately 765 MT CO₂e over the construction period. Estimated project-generated construction emissions amortized over 20 years would be approximately 38 MT CO₂e per year. As with project-generated construction criteria air pollutant emissions, GHG emissions generated during construction of the project would be short term in nature, lasting only for the duration of the construction period (14 months), and would not represent a long-term source of GHG emissions. Because there is no separate GHG threshold for construction, the evaluation of significance is discussed in the operational emissions analysis in the following text.

Operational Emissions

Operation of the proposed project would generate GHG emissions from mobile sources, area sources (landscape maintenance equipment), energy use, water use and wastewater generation, and solid waste (i.e., CO₂e emissions associated with landfill off-gassing). As with project construction, CalEEMod was used to estimate potential project-generated operational GHG emissions based on proposed project land uses. It was assumed that the project would be operational following the completion of construction, which would occur in 2025.

Area

The area source category calculates direct sources of GHG emissions located at the project site including hearths and landscape maintenance equipment. This source category does not include the emissions associated with natural gas usage in space heating and water heating, as these are calculated in the building energy use module of CalEEMod. The project includes mitigation measure MM-AQ-2, which prohibits wood-burning stoves and fireplaces.

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, roto-tillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. The emissions associated with landscape equipment use were estimated using CalEEMod defaults. For San Diego County, CalEEMod assumes that landscaping equipment would operate 180 days per year. To be conservative, emissions were estimated assuming that landscape maintenance equipment was powered by gasoline or diesel fuel and was not electrified.

Energy

As represented in CalEEMod, energy sources include emissions associated with building electricity and natural gas usage (non-hearth). CalEEMod default values for energy consumption were applied to each land use. The energy use from residential land uses is calculated in CalEEMod based on the Residential Appliance Saturation Survey. Energy use from nonresidential land uses is based on various studies and assessments as described in Section 7.3, Estimating Energy Use from Other Land Uses, of Appendix A of the CalEEMod User's Guide (CAPCOA 2021).

Annual natural gas and electricity emissions were estimated in CalEEMod using default values for emissions factors for San Diego Gas & Electric, which would be the energy source provider for the project.

Mobile Sources (Motor Vehicles)

The project would generate GHG emissions from mobile sources (vehicular traffic), as a result of residents associated with the 83 residential units. The CalEEMod Version 2020.4.0 model was used to estimate daily emissions from vehicular sources (refer to Appendix B). CalEEMod Version 2020.4.0 default data, including trip rate, temperature, trip characteristics, and emissions factors were used for the model inputs. Emission factors representing the vehicle mix and emission factors for 2025 were used to estimate emissions associated with vehicular sources.

Solid Waste

The project would generate solid waste and would therefore result in CO₂e emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste.

Water and Wastewater

Supply, conveyance, treatment, and distribution of water for the project require the use of electricity, which would result in indirect GHG emissions. Similarly, wastewater generated by the project requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment.

The estimated operational (year 2025) project-generated GHG emissions from area sources, energy usage, motor vehicles, solid waste generation, and water usage and wastewater generation are shown in Table 4.7-4.

Table 4.7-4. Summary of Estimated Annual Greenhouse Gas Emissions

| Emission Source | MT CO ₂ | MT CH ₄ | MT N ₂ O | MT CO ₂ e |
|---|--------------------|--------------------|---------------------|----------------------|
| Area | 1.01 | <0.01 | 0.00 | 1.03 |
| Energy | 287.20 | 0.01 | <0.01 | 288.55 |
| Mobile | 733.28 | 0.05 | 0.033 | 744.50 |
| Solid Waste | 19.74 | 1.17 | 0.00 | 48.90 |
| Water | 30.80 | 0.18 | <0.01 | 36.55 |
| Amortized Construction Emissions (20 years) | | | | 38.24 |
| Total Project Emissions | | | | 1,157.79 |
| Screening Threshold | | | | 900 |
| Exceeds Screening Threshold? | | | | Yes |

Source: Appendix B, Air Quality and Greenhouse Gas Emissions Technical Report.

Notes: MT = metric tons; GHG = greenhouse gas; MT = metric tons; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent. <0.01 = reported value is less than 0.01.

As shown in Table 4.7-4, estimated annual project-generated GHG emissions would be approximately 1,158 MT CO₂e per year as a result of project operations only. Estimated annual project-generated operational emissions in 2025 plus amortized project construction emissions would be approximately 1,158 MT CO₂e per year.

Given that project-generated operational emissions in 2025 plus amortized project construction emissions are estimated to exceed this screening threshold, the project is required to demonstrate consistency with the CAP Consistency Checklist to ensure that the specific emissions targets identified in the City's CAP can be achieved.

Projects that meet one or more of the following locational criteria are eligible for using the CAP Consistency Checklist:

1. The project site is located within a designated Smart Growth Opportunity Area.
2. The project site is located with ¼ mile of a priority transit-oriented development corridor, as identified in the City's Smart and Sustainable Corridors Plan.
3. The project is consistent with current land use and zoning designations.
4. The project requires amendment of current land use and zoning designations. As demonstrated through a detailed analysis a) consistent with the precedent in the surrounding zoning district and b) subject to third party expert review, the proposed land uses would generate less GHG emissions than those associated with uses allowed under current land use and zoning designations.

The project site is consistent with the current land use and zoning designations, as described in detail in Appendix B. As such, the project is eligible for the CAP Consistency Checklist for assessment of GHG emissions impacts. Table 4.7-5 includes the CAP Checklist items and the related project consistency analysis. As shown in Appendix B, the

proposed project is consistent with the CAP Consistency Checklist adopted by the City to ensure that the emission targets identified in the CAP are achieved.

Table 4.7-5. Climate Action Plan Consistency Checklist and Project Consistency

| Checklist Item | Project Consistency Analysis |
|---|---|
| 1. On-Site Renewable Energy Supply. If the project meets one or more of the thresholds outlined in Section 3047 of the City's Zoning Ordinance, will at least 50 % of the estimated electricity demand be met with on-site renewable emissions-free energy supply (e.g., photovoltaic solar facilities)? | Consistent. The project is a residential project that includes 83 dwelling units and is therefore required to comply with the on-site renewable energy supply provisions of the checklist. The proposed project includes roof-top solar photovoltaic, which will accommodate at least 50% of energy demand during operation. |
| 2. Electric Vehicle Charging Facilities. If the project involves new development that requires at least five (5) parking spaces, will the project comply with the requirements of Section 3048 of the City's Zoning Ordinance? | Consistent. The proposed project includes single-family homes that would be consistent with the Green Building Standards Code and therefore would be exempt from the requirements of Section 3048 of the City's zoning ordinance. |
| 3. Recycled Water Infrastructure. Does the City's Water Utilities Department require that the project install infrastructure to provide for recycled water service? | Not Applicable. The project is not required to use recycled water. |
| 4. Transportation Demand Management (TDM). Per Section 3050 of the City's Zoning Ordinance, does the proposed project expected to generate at least 100 daily employee commute trips, necessitating the preparation and implementation of a TDM Plan? | Not Applicable. The project is not expected to generate more than 100 daily employee commute trips and therefore is not required to prepare a Transportation Demand Management plan. |
| 5. Urban Forestry. Will the project comply with the minimum tree canopy and permeable surface area requirements outlined in Section 3049 of the City's Zoning Ordinance? | Consistent. The proposed project would meet the permeable surface area and tree canopy requirements by preserving open space on the northern portion of the project site and including landscaped areas within the developed southern portion of the project site. |

Source: Appendix B, Air Quality and Greenhouse Gas Emissions Technical Report.

Because the project is consistent with the applicable policies of the City's CAP, the proposed project is not expected to generate GHG emissions that may have a significant impact on the environment and would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The impact would be **less than significant**.

For the reasons outlined above, and calculated in Appendix B of this EIR, it is determined that implementation of the project would not generate substantial GHG emissions that may have a significant impact on the environment; therefore, impacts would be **less than significant**.

b) Would the project generate conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As noted above, the proposed project would not generate GHG emissions that have a significant impact on the environment because it is determined to be consistent with the City's CAP, which is the most applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs (see Table 4.7-5).

Therefore, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and the impact would be **less than significant**.

4.7.5 Mitigation Measures

Impacts related to GHG emissions as a result of project implementation are determined to be **less than significant**; therefore, no mitigation measures are required.

4.7.6 Level of Significance After Mitigation

No significant impacts related to GHG emissions were identified; therefore, no mitigation measures are required. Impacts related to GHG emissions would be **less than significant**.

4.8 Hazards and Hazardous Materials

This section describes the existing hazards and hazardous materials conditions of the project site, identifies associated regulatory requirements, and evaluates potential impacts related to implementation of the Guajome Lake Homes Project (project or proposed project) in the City of Oceanside (City). The following analysis is based on the Phase I Environmental Site Assessment (ESA) that was prepared for the project by Hillmann Consulting in May 2022 and is incorporated by reference herein. The Phase 1 ESA is included as Appendix P to this environmental impact report (EIR).

4.8.1 Existing Conditions

The project site is primarily undeveloped, with the exception of a structure located in the northwestern portion of the property, and an associated unpaved driveway from Guajome Lake Road in the south. This structure on the property was occupied by a tenant within the last 5 years; however, it is currently vacant and is not habitable. The southern portion of the site appears to be occasionally mowed to control vegetation growth, whereas the northern portion features intact native habitat, including riparian habitat around a drainage.

Hazardous Materials Definition

The term “hazardous materials” refers to both hazardous substances and hazardous wastes. Under federal and state laws, materials, including wastes, may be considered hazardous if they are specifically listed by statute as such or if they exhibit one of the following four characteristics: toxicity (causes adverse human health effects), ignitability (has the ability to burn), corrosivity (causes severe burns or damage to materials), or reactivity (can react violently, explode, or generate vapors). The term “hazardous material” is defined in law as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment (California Health and Safety Code, Section 25501[o]).

In some cases, past industrial or commercial activities may have resulted in spills or leaks of hazardous materials, resulting in soil and/or groundwater contamination. Excavated soils having concentrations of certain contaminants, such as lead, gasoline, or industrial solvents, that are higher than certain acceptable levels must be managed, treated, transported, and/or disposed of as a hazardous waste. The California Code of Regulations, Title 22, Sections 66261.10 through 66261.24, contains technical descriptions of characteristics that would cause a soil to be designated a hazardous waste.

Federal and state laws require that hazardous materials be specially managed. California regulations are compliant with federal regulations and in most cases, are more stringent. Regulations also govern the management of potentially hazardous building materials, such as asbestos-containing materials, lead-based paint, and polychlorinated biphenyls, during demolition activities that could potentially disturb existing building materials.

Historic Property Uses

The project site is primarily undeveloped, with the exception of a structure located in the northwestern portion of the property, and an associated unpaved driveway from Guajome Lake Road in the south. This structure on the property was occupied by a tenant within the last 5 years; however, it is currently vacant and is not habitable. The project site is in an area consisting primarily of residential development, public roadways, and open space.

As described in Section 4.4, Cultural Resources, of this EIR, historical topographic maps and historical aerial images were reviewed at historicaerials.com to understand the development of the project area and surrounding properties (Appendix D, Cultural Resources Inventory Report). Historical aerial photographs of the project area were available for 1938, 1946, 1953, 1964, 1967, 1978, 1980–1986, 1988–1991, 1993–2000, 2003, 2005, 2009, 2010, 2012, 2014, 2016, and 2018 (Appendix D). The historical aerial from 1938 shows the project area as undeveloped and Guajome Lake Road is present to the south. By 1946, vegetation clearing is observed in the southern half of the project area and surrounding areas. By 1953, the northern half of the area adjacent to the creek has been cleared. The 1964 aerial shows the dirt road in the middle half of the project area and going north toward the drainage; residential homes appear to the west of the project area. The 1967 aerial shows grading within the southern half of the project area, and a small structure appears adjacent to the dirt road within the northern half of the project area. By 1978, a residential structure appears in the northwestern portion of the project area, and a residential home appears to the east of the project area. The 1980–1985 aerials do not reveal any changes to the project area. By 1986, mass grading occurs north of the project area, and by 1988, more grading activities occur immediately north of the project area, along with a residential development north of the project area. The 1989 and 1990 aerials do not reveal any changes to the project area. The 1991 aerial shows grading within the southern half of the project area, and by 1994, Guajome Lake Road is paved by asphalt-concrete. The 1995 aerial shows some slight ground disturbance on the western half of the project area, and the 1996 aerial shows some dirt trails within the middle of the project area. The 1997–2003 aerials do not reveal any changes to the project area. The 2005 aerial shows some vegetation clearing within the southern half of the project area. The aerials from 2009–2018 do not reveal any changes to the project area. The review of the historical aerial images demonstrates that the project area has undergone earth movement within the southern half of the project area, but the depth of ground disturbance is unknown.

As described in the Phase I ESA prepared for the project site (Appendix P), no recognized environmental conditions (RECs) were identified. In addition, historical resources related to the adjoining properties and properties in the vicinity of the project site do not represent RECs that are of direct environmental concern to the project site. As stated above, portions of the project site have been previously used for residential purposes. Based on the regulatory and historical research completed during the preparation of the Phase I ESA, no information has been revealed regarding the potential for a previous accidental spill or release of pesticide products at the project site. In addition, prior soil sampling and analysis activities completed at the project site did not reveal detections of agricultural chemicals or other contaminants of concern at concentrations above residential human health risk-based screening levels (Appendix P).

Hazardous Material Sites

As part of the Phase I ESA completed for the project site, a regulatory records review was completed, and a regulatory database report was generated by Environmental Data Resources, which searches federal, state, and local government environmental databases. Descriptions of each database searched, source distance from the project site, and the dates that the regulatory databases were last updated by the applicable agencies are included in Appendix P to this EIR. The site is not listed on any of the standard federal ASTM regulatory databases, or in any state, tribal, or local standard ASTM databases. One adjoining property is listed on the standard federal ASTM regulatory databases, including those for San Diego County (300 Guajome Lake Road). This listing has no reported violations and is not considered to be a REC. This property is not considered to have the potential to adversely impact the project site.

Site Reconnaissance

On April 28, 2022, a representative of Hilmann Consulting conducted a reconnaissance-level assessment of the project site to assess the potential of identifying any RECs in connection to the project site. No RECs associated with the current use of the project were identified during the site reconnaissance. Additionally, no RECs that could impact the project site were observed at adjacent properties.

Sensitive Receptors

Preschools, schools, daycare centers, nursing homes, and hospitals are considered sensitive receptors for hazardous materials issues because children and the elderly are more susceptible to the effects of many hazardous materials. There are no sensitive receptors within a 0.25-mile radius of the project site. The closest school to the project site is Mission Meadows Elementary School, located approximately 0.4 miles southwest of the project site.

Airports

The closest airport to the project site is the Oceanside Municipal Airport, located approximately 5.4 miles west of the project site. According to the Airport Land Use Compatibility Plan (ALUCP), the project site is not located within an aviation noise exposure range of 60 decibels Community Noise Equivalent Level, nor is the project site located within the Airport Overflight Notification Area. The project site is located within Review Area 2 of the ALUCP Airport Influence Area (ALUC 2010). Review Area 2 of the Airport Influence Area extends into the City of Vista and unincorporated San Diego County. Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or overflight notification areas. Limits on the heights of structures, particularly in areas of high terrain, are the only restriction on land uses within Review Area 2. Restrictions on infill development are not applicable within Review Area 2 because land uses are not restricted in this area, other than with respect to height limits, related airspace protection policies, and overflight notification requirements (ALUC 2010).

Wildfires

Both the State of California and San Diego County map the Fire Hazard Severity Zones within San Diego County. According to the California Department of Forestry and Fire Protection, the Fire Hazard Severity Zones are based on an evaluation of fire history, existing and potential fuel, flame length, blowing embers, terrain, weather, and the likelihood of buildings igniting. The project site is within a Local Responsibility Area unzoned Fire Hazard Severity Zone (CAL FIRE 2024). The project site is not within a mapped Fire Hazard Severity Zone and is considered to have a low potential for risk of wildfire hazards.

Evacuation Routes

The City of Oceanside General Plan Public Safety Element includes evacuation routes for people who are forced from their homes during a disaster. The main through streets and highways within the City would be the primary relocation routes, and schools would serve as refuge centers capable of providing food and shelter. Oceanside Boulevard and College Boulevard are the nearest evacuation routes to the project site (City of Oceanside 1975).

4.8.2 Regulatory Setting

Federal

Hazardous Materials Transportation Act

The U.S. Department of Transportation regulates hazardous materials transportation under Title 49 of the United States Code. 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.

Federal Toxic Substances Control Act and Resources Conservation and Recovery Act

The Federal Toxic Substances Control Act of 1976 (15 USC 2601–2697) and the Resource Conservation and Recovery Act (RCRA) of 1976 (42 USC 6901–6992) established a program administered by the U.S. Environmental Protection Agency (EPA) for regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (PL 98-616), which affirmed and extended the “cradle-to-grave” system of regulating hazardous wastes. The use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the Hazardous and Solid Waste Act. Under the authority of RCRA, the regulatory framework for managing hazardous waste, including requirements for entities that generate, store, transport, treat, and dispose of hazardous waste is found in 40 CFR, Parts 260–299.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA; USC 9601–9675), commonly known as “Superfund,” was enacted by Congress on December 11, 1980. This law provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan. The National Contingency Plan provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants.

International Fire Code

The International Fire Code (IFC; ICC 2021), created by the International Code Council, is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The IFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The IFC and the International Building Code use a hazard classification system to determine what protective measures are required to protect life safety in relation to fire. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the IFC employs a permit system based on hazard classification. The IFC is updated every 3 years, with 2021 as the most recent edition.

Federal Response Plan

The Federal Response Plan of 1999 (FEMA 1999) is a signed agreement among 27 federal departments and agencies, including the American 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 and 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.

State

California Occupational Safety and Health Administration

The California Occupational Safety and Health Administration (Cal/OSHA) is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. Cal/OSHA standards are generally more stringent than federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and to notify workers of exposure (8 CCR 330 et seq.). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

California Hazardous Waste Control Act

The Department of Toxic Substances Control is responsible for the enforcement of the California Hazardous Waste Control Act (California Health and Safety Code, Section 25100 et seq.), which creates the framework under which hazardous wastes are managed in California. The law provides for the development of a state hazardous waste program that administers and implements the provisions of the federal RCRA cradle-to-grave waste management system in California. It also provides for the designation of California-only hazardous waste and the development of standards that are equal to or, in some cases, more stringent than federal requirements. Whereas the California Hazardous Waste Control Act is generally more stringent than RCRA, until EPA approves the California hazardous waste control program (which is charged with regulating the generation, treatment, storage, and disposal of hazardous waste), both the state and federal laws still apply in California. The California Hazardous Waste Control Act lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

According to 22 CCR 66001 et seq., substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous wastes. Hazardous wastes are hazardous substances that no longer have a practical use, such as materials that have been abandoned, discarded, spilled, or contaminated, or that are being stored prior to proper disposal.

Cortese List

Government Code Section 65962.5, commonly referred to as the Cortese List, was originally enacted in 1985. Provisions set forth in Section 65962.5 require that the Department of Toxic Substances Control compile and update a list of the following:

- All hazardous waste facilities subject to corrective action

- All land designated as hazardous waste property or border zone property
- All information received by the Department of Toxic Substances Control on hazardous wastes disposals on public lands
- All sites listed pursuant to Section 25356 of the Health and Safety Code (hazardous substance release sites)
- All sites included in the Abandoned Site Assessment Program

California Accidental Release Prevention Program

Similar to the EPA Risk Management Program, the California Accidental Release Prevention (CalARP) program (19 CCR 2735.1 et seq.) regulates facilities that use or store regulated substances, such as toxic or flammable chemicals, in quantities that exceed established thresholds. The overall purpose of CalARP is to prevent accidental releases of regulated substances and reduce the severity of releases that may occur. The CalARP program meets the requirements of the EPA Risk Management Program, which was established pursuant to amendments to the Clean Air Act.

California Health and Safety Code

In California, the handling and storage of hazardous materials is regulated by Division 20, Chapter 6.95, of the California Health and Safety Code (Section 25500 et seq.). Under Sections 25500–25543.3, facilities handling hazardous materials are required to prepare a hazardous materials business plan. Hazardous materials business plans contain basic information about the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state.

California Fire Code

The California Fire Code (CFC) is Chapter 9 of Title 24 of the CCR. It was created by the California Building Standards Commission, and it is based on the IFC created by the International Code Council. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment.

To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every 3 years.

California Emergency Services Act

Under the Emergency Services Act (California Government Code, Section 8550 et seq.), the State of California developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an integral part of the plan, which is administered by the Governor's Office of Emergency Services. The Office of Emergency Services coordinates the responses of other agencies, including EPA, California Highway Patrol, Regional Water Quality Control Boards, air quality management districts, and county disaster response offices.

Local

San Diego County Emergency Operations Plan

The San Diego County Emergency Operations Plan is a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, and nuclear defense operations. The plan includes operational concepts relating to various emergency situations, identifies components of the emergency management organization, and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies 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.

San Diego County Multi-Jurisdictional Hazard Mitigation Plan

The San Diego County Multi-Jurisdictional Hazard Mitigation Plan was prepared in July 2010 to meet federal and state requirements for disaster preparedness to make San Diego County eligible for funding and technical assistance from state and federal hazard mitigation programs. The plan includes a risk assessment to enable local jurisdictions to identify and prioritize appropriate mitigation actions that will reduce losses from potential hazards, including flooding, earthquakes, fires, and man-made hazards. To address potential hazards, the plan then incorporates mitigation goals and objectives, mitigation actions and priorities, an implementation plan, and documentation of the mitigation planning process for each of the 21 participating jurisdictions, including the City.

California Disaster and Civil Defense Master Mutual Aid Agreement

As provided for in the California Emergency Services Act, this agreement was developed in 1950 and adopted by all 58 California counties. This statewide mutual aid system is designed to ensure that adequate resources, facilities, and other support are provided to jurisdictions whenever their own resources prove to be inadequate to cope with a given situation. San Diego County is located in Mutual Aid Region 6 of the state system, which also includes Imperial, Riverside, San Bernardino, Inyo, and Mono Counties.

Oceanside Municipal Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority develops and adopts ALUCPs for each public use and military airport within its jurisdiction. The Oceanside Municipal ALUCP, as amended in December 2010, provides policies to ensure compatibility with the airport and surrounding land uses. These policies span various topics, including noise, overflight zones, and safety. The ALUCP is based upon the Federal Aviation Administration-approved Airport Layout Plan. The project site is located within Review Area 2 of the ALUCP Airport Influence Area. Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or overflight notification areas. Limits on the heights of structures, particularly in areas of high terrain, are the only restriction on land uses within Review Area 2 (ALUC 2010).

City of Oceanside General Plan

The State of California requires that each city prepare and adopt an approved General Plan that provides comprehensive, long-term guidance for the City's future. General Plans are also required to contain specific elements regarding different areas of planning. Relevant elements are as follows:

Hazardous Waste Management Element

The Hazardous Waste Management Element serves as primary guidelines for policies as they relate to effective management of hazardous materials within the City's influence. This element emphasizes policies that minimize hazardous waste within the City and contains siting criteria for specified hazardous waste facilities. There are no formal policies within this element that are applicable to the proposed project.

Public Safety Element

The Public Safety Element identifies hazards, such as earthquakes, fires, and tsunamis, and provides guidance for proper mitigation measures, such as evacuation routes, to ensure safety. Along with long-range policies regarding seismic, flooding, and fire hazards, this element also includes a Public Safety Plan. The Public Safety Plan includes maps indicating areas that have increased susceptibility to these hazards and identifies relocation routes for use during emergency evacuations. There are no formal policies within this element that are applicable to the proposed project.

4.8.3 Thresholds of Significance

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

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.
- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.
- f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- g. Expose people or structures, either directly or indirectly, to a significant risk or loss, injury or death involving wildland fires.

4.8.4 Impacts Analysis

The impact analysis herein is based on the findings of the Phase I ESA prepared for the project (Appendix P). The purpose of the Phase I ESA was to identify, to the extent feasible and pursuant to the processes prescribed in ASTM E1527, RECs,¹ historical RECs,² or controlled RECs,³ in connection with the project site.

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction

Construction activities would entail routine transport of materials potentially hazardous to humans, wildlife, and sensitive environments. These materials include gasoline oil, solvents, cleaners, paint, and various other liquids and materials required for the operation of construction equipment. Direct impacts to human health and biological resources from transport, use, or disposal of these materials could occur as a result of project construction. However, existing federal and state standards are in place for the use, handling, storage, and transport of these materials and would be implemented during construction of the project. These regulations include the Federal Chemical Accident Prevention Provisions (Part 68 of the Code of Federal Regulations); California Highway Patrol and California Department of Transportation container and licensing requirements for transportation of hazardous waste on public roads; the IFC; the RCRA of 1976, as amended by the Hazardous and Solid Waste Amendments of 1984; California's Hazardous Waste Control Law; the CFC; California Health and Safety Code Hazardous Materials Release Response Plans and Inventory; the California Integrated Waste Management Act; and regulations developed by Cal/OSHA.

Additionally, standard best management practices included in the stormwater pollution prevention plan required of the project by the Construction General Permit (see Chapter 4.9, Hydrology and Water Quality), and associated hazardous materials handling protocols would be prepared and implemented to ensure the safe storage, handling, transport, use, and disposal of all hazardous materials during the construction phase of the project. Therefore, potential impacts related to the routine transport, use, or disposal of hazardous materials during project construction are determined to be **less than significant**.

Operations

Residential uses are not typically associated with the transport, use, or disposal of hazardous materials. Residential household goods that contain toxic substances usually include only low concentrations and small amounts of these substances. Therefore, there is no significant risk to humans or the environment from the use of such household goods. Residents are required to dispose of household hazardous waste, including pesticides, batteries, old paint, solvents, used oil, antifreeze, and other chemicals, at a

¹ According to ASTM E1527, RECs are defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not RECs (Appendix P).

² According to ASTM E1527, historical RECs are defined as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or that meets unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

³ According to ASTM E1527, controlled RECs are defined as RECs resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

Household Hazardous Waste Collection Facility, such as Waste Management's Household Waste Facility in Oceanside. Also, as of February 2006, fluorescent lamps, batteries, and mercury thermostats can no longer be disposed of in the trash. The transport, use, and disposal of hazardous materials are fully regulated by EPA, the State of California, San Diego County, and/or the City. With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the project would be **less than significant**.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Construction

Construction activities would entail transport, use, or disposal of potentially hazardous materials including, but not limited to, diesel fuel, gasoline, equipment fluids, concrete, cleaning solutions and solvents, lubricant oils, adhesives, human waste, and chemical toilets. Spill or upset of these materials could have the potential to significantly impact surrounding land uses; however, federal, state, and local controls have been enacted to reduce the effects of such potential hazardous materials spills. The Oceanside Fire Department enforces City, state, and federal hazardous materials regulations for the City. City regulations include spill mitigation and the containment and securing of hazardous materials containers to prevent spills. Compliance with these requirements is mandatory under standard permitting conditions and would minimize the potential for the accidental release or upset of hazardous materials, thus ensuring public safety. Therefore, compliance with requirements such as Cal/OSHA requirements, the Hazardous Waste Control Act, CalARP program, and the California Health and Safety Code would ensure potential impacts related to the release of hazardous materials would be **less than significant**.

Operations

As stated above, operation of the project's proposed residential use would only require the transport, use, or disposal of typical household hazardous materials. Residents of the development would be required to dispose of household hazardous waste at a Household Hazardous Waste Collection Facility. In addition, operations would be required to comply with EPA, State of California, San Diego County, and/or City regulations pertaining to household wastes. With mandatory regulatory compliance, the potential for an accidental release of hazardous materials associated with long-term operation of the project would be **less than significant**.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The project site is not located within 0.25 miles of an existing or proposed school. The nearest school is Mission Meadows Elementary School, located approximately 0.45 miles northeast of the project site. As stated above, operation of the project would not require the transport, use, or disposal of hazardous materials. Construction activities would comply with requirements such as Cal/OSHA requirements, the Hazardous Waste Control Act, CalARP Program, and the California Health and Safety Code. Compliance with these requirements is mandatory and would minimize the potential for an accidental release of hazardous materials; therefore, impacts to schools as a result of project implementation are determined to be **less than significant**.

d) Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The Phase I ESA (Appendix P) has revealed no evidence of RECs, historical RECs, or controlled RECs in connection with the project site. Additionally, the project site was not identified on the Cortese Hazardous Waste and Substances Sites List /Historical Cortese databases (Cal EPA 2022, 2024; DTSC 2022; SWRCB 2022). The Phase I ESA prepared for the project site determined that the site does not warrant listing because there are not RECs present on the site. Therefore, impacts would be **less than significant**.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The nearest airport is the Oceanside Municipal Airport, located approximately 5.4 miles west of the project site. The project is located outside of the safety zone for the airport (ALUC 2010).

However, the project site is located within the north area of Review Area 2 for the Oceanside Municipal Airport. Review Area 2 consists of locations beyond Review Area 1 but within airspace protection and/or overflight notification areas. Within Review Area 2, the following land use actions require ALUC review (ALUC 2010):

- i. Any object which has received a final notice of determination from the Federal Aviation Administration that the project will constitute a hazard or obstruction to air navigation, to the extent applicable.
- ii. 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.
- iii. 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.
- iv. 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. The local agency should coordinate with the airport operator in making this decision.

Land use actions (i), (ii), (iii), and (iv) would not apply to the project. The project would not introduce any new overhead utilities or introduce any new sources of light and glare that would differ substantially from existing surrounding light sources that would affect day or nighttime views (refer to EIR Section 4.1, Aesthetics, for detailed information on project lighting and glare). The project would be constructed in compliance with requirements of the Airport Land Use Commission for the Oceanside Municipal Airport. Because the project site is not within close proximity to the airport, noise associated with planes would not result in excessive noise for project residents. Nonetheless, the project applicant would be responsible for the recordation of overflight notification documents per Review Area 2 requirements.

With project compliance with the applicable ALUC requirements, impacts related to an airport safety hazard or excessive airport noise are determined to be **less than significant**.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The adopted emergency plans applicable to the project area consist of the Multi-Jurisdictional Hazard Mitigation Plan for San Diego County (County of San Diego 2023), the San Diego County Emergency Operations Plan (County of San Diego 2022), and the City's Emergency Operations Plan (City of Oceanside 2016). In addition, the City has developed a tsunami evacuation map (City of Oceanside 2024).

The County's Multi-Jurisdictional Hazard Mitigation Plan is a countywide plan that identifies risks and ways to minimize damage from natural and human-made disasters. The plan is a comprehensive resource document that serves many purposes, such as enhancing public awareness, creating a decision tool for management, promoting compliance with state and federal program requirements, enhancing local policies for hazard mitigation capability, and providing interjurisdictional coordination. The project would not impair implementation of the Multi-Jurisdictional Hazard Mitigation Plan.

The City's Emergency Operations Plan 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 assuring 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 coastal area of the City is within a tsunami inundation area. As a part of the City's Emergency Operations Plan, the City developed a tsunami evacuation map (City of Oceanside 2024). This City map shows the project site located outside of the tsunami evacuation area for the City. Evacuation routes shown on the tsunami evacuation map indicate that the project would not interfere with any evacuation routes identified on the map. Because the project is not within the identified evacuation area and is not near any roads used for evacuation routes, the project would not impede implementation of the Emergency Operations Plan or the associated tsunami evacuation plan (City of Oceanside 2024).

The project would provide two access points for emergency responders along the southern boundaries of the project site along Guajome Lake Road. Currently, Guajome Lake Road is an unpaved dirt road from Albright Street to just east of Old County Road. This area is currently not up to fire code standards, but as discussed in Chapter 3, Project Description, the project implementation would include paving this road and ensuring that the road is up to fire code standards. The paving of the road would result in temporary road closure during the paving process. The project would be required to implement a traffic management plan to insure proper emergency access to the project site and surrounding area during project construction. The remainder of the project would not require the full closure of any public or private streets or roadways during construction or operations and would not impede access of emergency vehicles to the project site or any surrounding areas. Further, the project would provide all required emergency access in accordance with the requirements of the Oceanside Fire Department, as detailed in Section 4.13, Public Services, and Section 4.15, Traffic and Circulation.

Overall, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts are determined to be **less than significant**.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

A Fire Protection Plan Letter Report was prepared for the proposed project and is included as Appendix O to this EIR. The project site is located within an area statutorily designated as a Non-Very High Fire Hazard Severity Zone by the California Department of Forestry and Fire Protection. Fire hazard designations are based on topography, vegetation, and weather, amongst other factors with more hazardous sites including steep terrain, unmaintained fuels/vegetation, and wildland–urban interface locations. However, none of these conditions are found on the project site (Appendix O). In addition to the fuel modification zone proposed immediately north of the most northern residences on site, the project would incorporate City and state fire and building code required elements and enhanced, code-exceeding mitigation measures for the lots with nonconforming fuel modification zones, as outlined in Section 4 of Appendix O. Project compliance with the Fire Protection Plan Letter Report and City and state requirements would ensure impacts related to wildfire would be **less than significant**. Please refer to Section 4.13 and Section 4.18, Wildfire, of this EIR, for a detailed discussion of fire services and wildfire risk.

4.8.5 Mitigation Measures

Impacts related to hazards and hazardous materials as a result of project implementation are determined to be **less than significant**; therefore, no mitigation measures are required.

4.1.6 Level of Significance After Mitigation

No significant impacts related to hazards and hazardous materials were identified; therefore, no mitigation measures are required. Impacts related to hazards and hazardous materials would be **less than significant**.

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4.9 Hydrology and Water Quality

This section describes the existing hydrology and water quality conditions of the project site, identifies associated regulatory requirements, and evaluates potential impacts related to implementation of the Guajome Lake Homes Project (project or proposed project) in the City of Oceanside (City). The following analysis is based on the Preliminary Hydrology Study and the Storm Water Quality Management Plan (SWQMP) that were prepared for the project by Pasco Laret Suiter & Associates in 2021. The Preliminary Hydrology Study is included as Appendix H to this EIR, and the SWQMP is included as Appendix I to this EIR.

4.9.1 Existing Conditions

Hydrologic Setting

The project is located in the east-central portion of the City, within the San Luis Rey watershed. The project site is primarily undeveloped, with the exception of a structure located in the northwestern portion of the property and an associated unpaved driveway from Guajome Lake Road in the south. This structure on the property was occupied by a tenant within the last 5 years; however, it is currently vacant and is not habitable. Overland runoff flows from the northeast corner of the project site to the southwest toward an existing bike path and North County Transit District Sprinter line where runoff enters the existing storm drain system by culverts and headwalls south of the bike path (Appendix H).

The City is within the San Luis Rey Hydrological Unit, which covers a drainage area of approximately 560 square miles. Elevations within this hydrologic unit range from over 4,300 feet to sea level (City of Oceanside 2022). Average annual precipitation ranges from roughly 10 inches along the coastal region (the project area) to 45 inches in the mountainous area. The project site is located within the Lower San Luis Rey Hydrologic Area (903.1) and the Mission Hydrologic Subarea (903.11) of the Water Quality Control Plan for the San Diego Basin (California Regional Water Quality Control Board 2021).

The major surface waterbodies in the vicinity of the project are Guajome Lake (located approximately 0.5 miles northwest of the project site) and the San Luis Rey River (located approximately 1 mile north of the project site), which flows east to west. The portion of the San Luis Rey River closest to the project site flows approximately 7.4 miles west until its confluence with the Pacific Ocean. Within this hydrologic subarea, downstream water bodies listed on the State Water Resources Control Board (SWRCB) 303(d) list of impaired water bodies include the East Channel Creek, Guajome Lake, and the San Luis River Lower.

Surface Water Quality

The San Luis Rey River is listed on SWRCB 's 303(d) list of impaired water bodies, as shown below in Table 4.9-1. Under Section 303(d) of the Clean Water Act (CWA; also known as the federal Water Pollution Control Act), states are required to develop lists of water bodies that would not attain water quality objectives after implementation of required levels of treatment by point-source dischargers (municipalities and industries). Section 303(d) requires that the state develop a total maximum daily load (TMDL) for each of the listed pollutants as a means to alleviate the impairments within water bodies' surface water.

Table 4.9-1. Downstream Water Quality Impairments

| Water Body | Impairments | TMDLs |
|--|---------------------------|----------|
| East Channel Creek | Indicator bacteria | N/A |
| Guajome Lake | Eutrophic | N/A |
| San Luis Rey Hydrologic Unit | N/A | Bacteria |
| San Luis Rey River Lower (west of Interstate 15) | Benthic community effects | N/A |
| | Bifenthrin | |
| | Chloride | |
| | Nitrogen | |
| | Dissolved oxygen | |
| | Phosphorous | |
| | Pyrethroids | |
| | Total dissolved solids | |
| | Toxicity | |

Source: Appendix I.

Note: TMDL = total maximum daily load; N/A = not applicable.

Groundwater

Based on the Preliminary Geotechnical Evaluation prepared for the project, no groundwater was encountered within the project site (Appendix G). Groundwater is not anticipated to impact the project.

Flood Zone

The project site is not located within a flood zone designated by the Federal Emergency Management Agency, as indicated in the Flood Insurance Rate Map for the area (FEMA 2022).

Tsunami Inundation

The project site does not lie within the tsunami inundation area for the City (Cal EMA 2009).

4.9.2 Regulatory Setting

Federal

Clean Water Act

The U.S. Environmental Protection Agency (EPA) regulates water quality under the CWA. Enacted in 1972 and significantly amended in subsequent years, the CWA is designed to restore and maintain the chemical, physical, and biological integrity of waters of the United States. The CWA provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES). The NPDES program characterizes receiving water, identifies harmful constituents, targets potential sources of pollutants, and implements a comprehensive stormwater management program. Construction and industrial activities are typically regulated under statewide general permits issued by SWRCB. The Regional Water Quality Control Board (RWQCB) also issues waste discharge requirements that serve as NPDES permits under the authority delegated to the RWQCBs under the CWA.

The CWA requires NPDES permits for the discharge of pollutants to waters of the United States from any point source. In 1987, the CWA was amended to require that EPA establish regulations for permitting of municipal and industrial stormwater discharges under the NPDES permit program. In November 1990, Phase I of the urban runoff management strategy, EPA published NPDES permit applicant requirements for municipal, industrial, and construction stormwater discharges. These requirements are implemented through permits issued by SWRCB or the local RWQCB in which the project is located (California RWQCB San Diego Region, herein San Diego RWQCB) and/or the governing municipality where the project is located.

EPA delegated its responsibility for administration of portions of the CWA to state and regional agencies. The CWA requires states to adopt water quality standards for receiving water bodies and to have those standards approved by EPA. Water quality standards consist of designated beneficial uses for a particular receiving water body (e.g., wildlife habitat, agricultural supply, fishing), along with water quality criteria necessary to support those uses. Water quality criteria are prescribed concentrations or levels of constituents, such as lead, suspended sediment, and fecal coliform bacteria, or narrative statements that represent the quality of water that supports a particular use.

National and State Safe Drinking Water Acts

The federal Safe Drinking Water Act, established in 1974, is administered by EPA and sets drinking water standards throughout the country. The drinking water standards established in the act, as set forth in the Code of Federal Regulations, are referred to as the National Primary Drinking Water Regulations (Primary Standards; 40 CFR 141) and the National Secondary Drinking Water Regulations (Secondary Standards; 40 CFR 143). According to EPA, the Primary Standards are legally enforceable standards that apply to public water systems. The Secondary Standards are non-enforceable guidelines regulating contaminants that may cause cosmetic or aesthetic effects in drinking water. EPA recommends the Secondary Standards for water systems but does not require systems to comply. California passed its own Safe Drinking Water Act in 1986 that authorizes the state's Department of Health Services to protect the public from contaminants in drinking water by establishing maximum contaminant levels (as set forth in the California Code of Regulations, Title 22, Division 4, Chapter 15) that are at least as stringent as those developed by EPA, as required by the federal Safe Drinking Water Act.

Federal Antidegradation Policy

The federal Antidegradation Policy (40 CCR 131.12) requires states to develop statewide antidegradation policies and identify methods for implementing them. Pursuant to this policy, state antidegradation policies and implementation methods shall, at a minimum, protect and maintain: (1) existing in-stream water uses; (2) existing water quality where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource. State permitting actions must be consistent with the federal Antidegradation Policy.

State

California Toxics Rule

Because of gaps in California's regulations, EPA promulgated the California Toxics Rule (40 CCR 131.38), which established numeric water quality criteria for certain toxic substances in California surface waters. The California Toxics Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for water bodies that are designated by the San Diego RWQCB as having beneficial uses protective of aquatic life or human health. The California Toxics Rule criteria are applicable to the receiving waters from the project site.

Porter–Cologne Water Quality Control Act

The Porter–Cologne Water Quality Control Act (Porter–Cologne Act) established the principal California legal and regulatory framework for water quality control. The Porter–Cologne Act is embodied in the California Water Code. The California Water Code authorizes SWRCB to implement the provisions of the CWA.

California is divided into nine regions governed by RWQCBs. The RWQCBs implement and enforce provisions of the California Water Code and the CWA under the oversight of SWQCB. The project site is located in Region 9, also known as the San Diego Region, and is governed by the San Diego RWQCB.

Each RWQCB must formulate and adopt a water quality control plan for its region. The San Diego RWQCB has adopted and periodically amends a water quality control plan titled Water Quality Control Plan for the San Diego Basin (Basin Plan). The Basin Plan must conform to the policies set forth in the Porter–Cologne Act as established by SWQCB in its state water policy. The Porter–Cologne Act also provides the RWQCBs with authority to include within their basin plans water discharge prohibitions applicable to particular conditions, areas, or types of waste.

Section 303(d) – Total Maximum Daily Load

The CWA requires states to publish, every 2 years, an updated list of streams and lakes that are not meeting their designated uses because of excess pollutants (i.e., impaired water bodies). The list, known as the Section 303(d) list, is based on violations of water quality standards. Once a water body has been deemed impaired, a TMDL must be developed for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards (plus a margin of safety). Once established, the TMDL allocates the loads among current and future pollutant sources to the water body. Targets utilized in the TMDL do not establish new water quality objectives and are not enforceable against dischargers. Allocations made to point sources are implemented primarily through NPDES permits, particularly the regionwide NPDES Municipal Separate Storm Sewer System (MS4) permit, as well as the General Industrial Permit and Construction General Permit. Additionally, once a TMDL is developed and adopted into a basin plan, the water body is removed from the Section 303(d) list.

States are required to submit the Section 303(d) list and TMDL priorities to EPA for approval. The 2020–2022 Section 303(d) list is the most recently adopted list (SWRCB 2024). The 2020–2022 Section 303(d) list was adopted by SWRCB and approved by EPA on May 11, 2022.

National Pollutant Discharge Elimination System Permits

In California, SWRCB and its RWQCBs administer the NPDES permit program. The NPDES permits cover all construction and subsequent drainage improvements that disturb 1 acre or more, industrial activities, and municipal separate storm drain systems. Construction and industrial activities are typically regulated under statewide general permits issued by SWRCB. SWRCB also issues a statewide general small MS4 stormwater NPDES permit for public agencies that fall under that Phase II NPDES regulations.

The NPDES permit system was established in the CWA to regulate both point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffused runoff of water from adjacent land uses) to surface waters of the United States. For point source discharges, each NPDES permit contains limits on allowable concentrations and mass emission of pollutants contained in the discharge. For nonpoint source discharges, the NPDES program establishes a comprehensive stormwater quality program to

manage urban stormwater and minimize pollution of the environment to the maximum extent practicable. The NPDES program consists of characterizing receiving water quality, identifying harmful constituents, targeting potential sources of pollutants, and implementing a comprehensive stormwater management program.

The reduction of pollutants in urban stormwater discharge to the maximum extent practicable through the use of structural and nonstructural best management practices (BMPs) is one of the primary objectives of the water quality regulations for MS4s. BMPs typically used to manage runoff water quality include controlling roadway and parking lot contaminants by installing filters with oil and grease absorbents at storm drain inlets, cleaning parking lots on a regular basis, incorporating peak-flow reduction and infiltration features (e.g., grass swales, infiltration trenches, and grass filter strips) into landscaping, and implementing educational programs.

Local

San Diego 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 (California Regional Water Quality Control Board 2021):

- Designate beneficial uses for surface water 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 the implementation programs to protect the beneficial uses of all waters within the region
- Describe surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan

The Basin Plan incorporates by reference all applicable SWRCB and RWQCB plans and policies.

Regional MS4 Permit

On May 8, 2013, the San Diego RWQCB approved a regional MS4 permit for San Diego, southern Orange, and southwest Riverside Counties (Order No. R9-2013-0001). Order No. R9-2013-0001 has been subsequently amended by Order Nos. R9-2015-0001 and R9-2015-0100. The regionwide NPDES Permit (commonly referred to as the Regional MS4 Permit) sets the framework for municipalities, such as the City, to implement a collaborative watershed-based approach to restore and maintain the health of surface waters. The Regional MS4 Permit requires development of water quality improvement plans (WQIPs) that will allow the City (and other watershed interested parties/groups) to prioritize and address pollutants through an appropriate suite of BMPs in each watershed.

The project lies within the San Luis Rey Watershed Management Area, and the City is one of the municipalities responsible for the watershed's WQIP. The San Luis Rey Watershed WQIP was approved by the RWQCB on February 12, 2016.

City of Oceanside General Plan

The City's General Plan Community Facilities Element contains plans, policies, objectives, and goals related to stormwater system management (City of Oceanside 1990). The overall objective for managing the City's drainage and stormwater system is:

Objective: To provide adequate stormwater management facilities and services for the entire community in a timely and cost-effective manner, while mitigating the environmental impacts or construction of the storm drainage system as well as stormwater runoff.

The City works to achieve this objective through the following nine policies:

Policy 6.1: The Master Drainage Plan for the City of Oceanside shall establish standards for citywide drainage. Within each major watercourse addressed by the Plan, the City and/or developers shall assure that adequate drainage improvements and facilities are provided to handle runoff when the drainage basin is fully developed to the intensity proposed by the Land Use Element of the General Plan.

Policy 6.2: All new development in the City of Oceanside shall pay drainage impact fees to defray the development's proportionate share of drainage facilities serving the basin where the new development is located.

Policy 6.3: The City shall continue to participate in the National Flood Insurance Program. Any development application for construction within the 100-year floodplain shall be reviewed to ensure that the project complies with flood protection measures required by the National Flood Insurance Program. For existing developed areas within the 100-year floodplain, these same measures and standards shall be applied if City approval of substantial improvements or upgrades is sought.

Policy 6.4: To the degree that it is economically feasible and consistent with sound engineering practices and maintenance criteria, the City shall discourage disruption of the natural landform and encourage the maximum use of natural drainage ways in new development. Non-structural flood protection methods, which avoid major construction programs such as channels and favor vegetative measures to protect and stabilized land areas, should be considered as an alternative to constructing concrete channels where feasible.

Policy 6.5: The City shall locate and/or design new critical facilities to minimize potential flood damage from the 100-year flood. Such facilities include those that provide emergency response (hospitals, fire stations, police stations, civil defense headquarters, utility lines, ambulance services, and sewage treatment plants). Such facilities also include those that do not provide emergency response but attract large numbers of people, such as schools, theaters and other public assembly facilities.

Policy 6.6: The City shall maintain public flood control channels and storm drains through dredging, repair, desilting, and clearing as needed to prevent any loss in effective use.

Policy 6.7: The City shall require appropriate and sufficient screening, fencing, landscaping, open space setbacks, or other permanent mitigation or buffering measures between drainage way corridors and adjacent and surrounding land uses. The employed measures shall be of sufficient scope to minimize, to the maximum extent possible, negative impacts to adjacent surrounding land uses from the particular drainage way corridor.

Policy 6.8: The City of Oceanside shall integrate required drainage planning efforts with linear open space amenities and trail corridors through the community, while addressing the issues of life safety, attractive nuisances, and long-term maintenance responsibility and costs.

Policy 6.9: The City shall comply with the sections of the federal CWA in regard to stormwater drainage.

City of Oceanside Zoning Ordinance

Article 30 of the City's Zoning Ordinance (3049, Urban Forestry Program) states that all new development that requires administrative or discretionary review shall comply with the urban forestry standards for minimum tree canopy and permeable surface area requirements. Permeable surfaces should allow water to pass through, with pores or openings, and may include gravel, pervious concrete, porous asphalt, paving stone, or similar materials. For projects with a site area of 1 acre or more, including the project site, the minimum permeable surface area is 22% of the project site.

City of Oceanside Municipal Code

Chapter 40 of the City of Oceanside Municipal Code is known as the Urban Runoff Management and Discharge Control Ordinance. The overall intent of this ordinance is to "protect the health, safety, and general welfare of City residents; to protect water resources and to improve water quality; to cause the use of management practices by the City and its citizens that will reduce the adverse effects of polluted runoff discharges on waters of the state; to secure benefits from the use of stormwater as a resource; and to ensure the City is compliant with applicable state and federal law" (City of Oceanside 2021). General provisions of the Urban Runoff Management and Discharge Control Ordinance include compliance with the current and applicable RWQCB discharge permits, requirements for discretionary approvals subject to discharge control, development of urban runoff standards manuals, and designations for permitted use of collected stormwater.

4.9.3 Thresholds of Significance

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

- a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
- b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i. result in substantial erosion or siltation on or off site;
 - ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;
 - iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
 - iv. impede or redirect flood flows.
- d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.9.4 Impacts Analysis

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The project is located within the San Luis Rey Hydrologic Unit (903), within the Lower San Luis Hydrologic Area (903.1) and the Mission Hydrologic Subarea (903.11) of the Water Quality Control Plan for the San Diego Basin (California Regional Water Quality Control Board 2016). Within this hydrologic subarea, downstream impaired 303(d) listed water bodies include the East Channel Creek, Guajome Lake, San Luis River Lower, and San Luis Rey Hydrologic Unit. Impairments to these water bodies are shown in Table 4.9-1. TMDLs have been established to address pollutants listed in Table 4.9-1 for these impaired water bodies. Considering the downstream waters impaired by these pollutants, the potential pollutants of concern that may be generated by the project include benthic community effects, bifenthrin, chloride, nitrogen, dissolved oxygen, phosphorus, pyrethroids, total dissolved solids, and toxicity.

Construction

Construction activities associated with the project could result in wind and water erosion of the disturbed area, leading to sediment discharges. Fuels, oils, lubricants, and other hazardous substances used during construction could be released and impact water quality. The project is required to comply with the NPDES SWRCB Construction General Permit Order No. 2022-0057-DWQ for stormwater discharges and general construction activities and to incorporate runoff controls and standard BMPs, such as regular cleaning or sweeping of construction areas and impervious areas. In compliance with the Construction General Permit Order 2022-0057-DWQ, a stormwater pollution prevention plan (SWPPP) would be prepared for the project that specifies BMPs that would be implemented during construction to minimize impacts to water quality. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. Compliance with the General Construction Permit, SWQMP, SWPPP, and BMPs would ensure construction-related impacts to water quality would be **less than significant**.

Operations

Project operations would consist of 83 residences on the project site. The project would introduce impervious surfaces to the project site in the form of building foundations and paved roads. As currently designed, the project area would be approximately 61% impervious area and 39% pervious area. The proposed private lots would primarily drain from the rear of each property away from the building and out to the front of each lot by a combination of sheet flow methods/swale grading and private storm drain piping (Appendix H).

The project would have three discharge locations, which would remain the same as they are in existing conditions. The three discharge locations, or points of compliance (POCs), consist of POC 1, POC 2, and POC 3. POC 1 collects runoff from Basin PR-1 at the northwest corner of the site. POC 2 will collect flows at the southwestern corner of the site from two biofiltration basins that make up Basin PR-2. Both POC 1 and POC 2 would be piped under Guajome Lake Road, continuing to outlet at Guajome Lake (POC 1) and a pond east of Ozark Road (POC 2). POC 3 collects the remaining flows from the project site that flow east, and these flows will drain into an existing ephemeral stream that drains to the northwest to Guajome Lake (Appendix H). The project's source control measures would include prevention of illicit discharges, storm drain signage, on-site storm drain inlets, future indoor and structural pest control, and landscape/ outdoor

pesticide use. Two biofiltration basins are proposed on the project site project site to provide stormwater treatment for the pollutants discharged from the development (Appendix H). The project would be required to provide for implementation and ongoing maintenance of these features in accordance with the SWQMP. Furthermore, the project is required to maintain structural stormwater BMPs in accordance with the SWQMP Operations and Maintenance Plan and to provide documentation of annual maintenance verification to the City as required by the Regional MS4 Permit.

Implementation of the SWQMP, associated source control measures of the Preliminary Hydrology Report, and BMPs would reduce potential operational impacts related to water quality standards or waste discharge requirements to **less than significant**.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The project would not use groundwater during construction or operation. According to the Preliminary Geotechnical Evaluation (Appendix G), no groundwater was encountered during the field exploration. Although the project would increase impervious groundcover on the project site, the project would include pervious features that include landscaping throughout the site and vegetated biofiltration basins to allow some water to seep into the ground instead of flowing off site. About 39% of the project site would be composed of permeable surface area, which is greater than the 22% minimum requirement for sites over 1 acre in size per Article 30 of the City's Zoning Ordinance. Due to the proposed type of construction and surface water management, the project is not anticipated to decrease groundwater supplies or interfere with groundwater recharge in a manner that would impede sustainable groundwater management. Therefore, project impacts related to groundwater recharge would be **less than significant**.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) result in substantial erosion or siltation on or off site?

During construction, the project has potential to result in exposed soils or changes in runoff that could result in erosion or siltation. This potential impact would be minimized through implementation of BMPs during construction in accordance with the Preliminary Hydrology Study and SWQMP. Because the project is over 1 acre in size, it would be subject to Construction General Permit Order 2022-0057-DWQ, required to prepare a SWPPP, and required to comply with the associated BMPs and applicable monitoring requirements during construction. Preparation of a SWPPP would also be required to obtain a grading permit from the City for the project. Construction BMPs described in the SWPPP may include, but are not limited to, measures minimizing exposed soils, silt fencing, soil binders, street sweeping, hydroseeding soils, and using sandbags, check dams, or berms during rain events to direct flows. Surface drainage during project construction would be controlled through implementation of the SWQMP and SWPPP and in accordance with NPDES regulations and provisions of the City's Grading and Erosion Control Ordinances.

During operations of the project, the on-site surfaces would be covered by 61% impervious area, with 39% of the project site remaining undeveloped or including pervious landscaped areas. The proposed project would have a drainage system to collect drainage from each of the residential lots,

and graded and disturbed areas would be revegetated and landscaped to minimize erosion. Post-construction, the project site would have minimal risk of erosion given property plant establishment and that transport of sediments downstream would be significantly reduced by means of pretreatment and on-site biofiltration basins. As described above, the project would be subject to operational BMPs and stormwater management strategies outlined in the project's Preliminary Hydrology Study (Appendix H) and SWQMP (Appendix I). Surface runoff would be controlled in a manner that avoids erosion and sedimentation in accordance with regulations and the project's SWQMP. Therefore, no substantial erosion or siltation on or off site is anticipated during operation. For the reasons outlined above, neither construction nor operation of the project would result in substantial erosion or siltation on or off site, and impacts would be **less than significant**.

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?

In existing conditions, the project site is primarily undeveloped, with the exception of a structure located in the northwestern portion of the property and an associated unpaved driveway from Guajome Lake Road in the south. Runoff on the project site generally flows to three discharge locations, which then flow off the project site onto Guajome Lake Road and outlet at Guajome Lake, a pond east of Ozark Road, and an existing ephemeral stream that drains to the northwest to Guajome Lake.

Appendix H concludes that project implementation would increase peak runoff flowrate; however, with the inclusion of the detention basins on the project site, increased peak runoff would be reduced to predeveloped conditions and would maintain historic drainage patterns (Appendix H). Due to the proposed drainage systems and detention basins the project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site, and the impact would be **less than significant**.

iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

In existing conditions, the project site is primarily undeveloped, with the exception of a structure located in the northwestern portion of the property and an associated unpaved driveway from Guajome Lake Road in the south. Runoff on the project site generally flows to three discharge locations, which then flow off the project site onto Guajome Lake Road and outlet at Guajome Lake, a pond east of Ozark Road, and an existing ephemeral stream that drains to the northwest to Guajome Lake.

The project would result in an increase in impervious surfaces within the project site. Specifically, 61% of the project site would include impervious surfaces, and 39% of the project site would include pervious and landscaped areas. Under the project, historic drainage patterns on site would be maintained with the implementation of the project's drainage system and detention basins. Additionally, the project SWQMP includes stormwater quality measures to remove pollutants from runoff in compliance with the City's BMP Design Manual and Provision E.3 of the Regional MS4 Permit (Appendix I). Therefore, the project would not contribute additional runoff from the project site that would exceed existing capacity of storm drain facilities, and impacts would be **less than significant**.

iv) Impede or redirect flood flows?

As previously discussed, the project would have three discharge locations, which would remain the same as they are in existing conditions. Although the project would result in an increase in impervious surfaces on site that would generate additional stormwater runoff, as concluded in Appendix H, the project would maintain historical drainage patterns and peak runoff with the implementation of detention basins on the project site. Due to the proposed drainage design and improvements to the existing on-site drainage, the project would not substantially impede or redirect flood flows, and impacts would **be less than significant**.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The project site is not located within a flood hazard zone designated by the Federal Emergency Management Agency, as documented in the National Flood Hazard Layer map (FEMA 2022). In addition, according to the City's Tsunami Inundation Map for Emergency Planning (Oceanside Quadrangle) the project site is not located within the inundation area (CalEMA 2009). For these reasons, it is determined that because the project site is not within a flood hazard zone or subject to a tsunami, significant impacts related to the release of pollutants due to project inundation would not occur. Therefore, project impacts related to the potential release of pollutants due to project inundation would be **less than significant**.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The project site is located within the San Luis Rey Watershed WQIP area. The goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies (City of Oceanside et al. 2016). These improvements in water quality would be accomplished through an adaptive planning and management process that identifies both the highest priority water quality conditions within the watershed and implementation strategies. The project is consistent with these goals by complying with the regulations, as described below.

The Sustainable Groundwater Management Act has enacted sustainable groundwater management requirements. In San Diego County, there are four basins that meet the criteria as medium-priority and are subject to these requirements: Borrego Valley, San Diego River Valley, San Luis Rey Valley, and San Pasqual Valley. Currently there is no adopted sustainable groundwater management plan applicable to the project site. The project does not involve the use or extraction of groundwater, and the project would not significantly impact groundwater quality due to proposed engineering methods and regulatory compliance, as discussed above. Thus, the project would not conflict with a sustainable groundwater management plan.

The SWQMP prepared for the project was based on requirements set forth in Provision E.3 of the RWQCB's NPDES MS4 Permit that covers the San Diego Region (Order No. R9-2013-0001). The stormwater quality design was also prepared in accordance with the City's Best Management Plan (BMP) Design Manual. As outlined in response to the thresholds above, the project would include appropriate BMPs to reduce water quality pollutants of concern during construction and operations. Furthermore, the project would be required to adhere to a project specific SWPPP during

construction, which would satisfy the requirements set forth by the NPDES Construction General Permit Order No. 2009-0009-DWQ. Overall, the project would comply with the San Luis Rey Watershed WQIP and would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan impacts. Therefore, project impacts are determined to be **less than significant**.

4.9.5 Mitigation Measures

Impacts related to hydrology and water quality as a result of project implementation are determined to be **less than significant**; therefore, no mitigation measures are required.

4.9.6 Level of Significance After Mitigation

No significant impacts related to hydrology and water quality were identified; therefore, no mitigation measures are required. Impacts related to hydrology and water quality would be **less than significant**.

4.10 Land Use and Planning

This section describes the existing land use and planning conditions of the project site and vicinity, identifies associated regulatory requirements, and evaluates potential impacts related to implementation of the Guajome Lake Homes Project (project or proposed project).

4.10.1 Existing Conditions

Existing Uses

The proposed project site consists of a 16.78-acre vacant, undeveloped parcel, located in the Guajome Neighborhood Area of the City of Oceanside (City). The proposed project site is located Guajome Lake Road southeast of Albright Street, in the east-central portion of the City. The City of Vista Boundary is located approximately 0.1 miles east of the project site. The project site is located approximately 0.5 miles south of State Route (SR) 76 and approximately 3.4 miles north of SR 78. The project site is surrounded by the residential development and open space. The project site has a General Plan designation of Single-Family Detached Residential (SFD-R) and is zoned RS-SP-EQ (Single-Family Residential – Scenic Park Overlay – Equestrian Overlay).

The project site currently contains a single-family residence in the northwest portion of the project site and a dirt driveway that runs through the center of the project site connecting the residence to Guajome Lake Road. The remainder of the project site is vacant and undeveloped. The topography of the project site is slopes downward toward the north-northeast. Elevation of the project site ranges from approximately 141 feet above mean sea level to approximately 186 feet above mean sea level.

Surrounding Areas

Uses in the vicinity of the project site primarily include residential development and open space. The project site abuts existing residential developments to the north, east, and west, and open space to the southwest. Areas surrounding the project site are zoned residential zones (north, east, and west of the project site) and open space zones to the southwest.

4.10.2 Regulatory Setting

State

California Planning and Zoning Law

The legal framework under which California cities and counties exercise local planning and land use functions is set forth in California Planning and Zoning Law, Government Code Sections 65000-66499.58. Under state planning law, each city and county must adopt a comprehensive, long-term General Plan. State law gives cities and counties wide latitude in how a jurisdiction may create a General Plan, but there are fundamental requirements that must be met. These requirements include the inclusion of seven mandatory described in the Government Code, including a section on land use. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

Regional

San Diego Association of Governments

The Regional Comprehensive Plan, adopted in 2004 by the San Diego Association of Governments (SANDAG), laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The plan covered eight policy areas, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, our borders, and social equity.

In 2011, SANDAG approved the 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). This approval marked the first time SANDAG's RTP included a sustainable communities strategy, consistent with the Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill 375. This RTP/SCS provided a blueprint to improve mobility, preserve open space, and create communities, all with transportation choices to reduce greenhouse gas (GHG) emissions and meet specific targets set by the California Air Resources Board (CARB) as required by the 2008 Sustainable Communities Act. In 2010, CARB established targets for each region in California governed by a metropolitan planning organization. SANDAG is the metropolitan planning organization for the San Diego region.

The SANDAG target, as set by CARB, is to reduce the region's per capita emissions of GHG emissions from cars and light-duty trucks by 7% by 2020, compared with a 2005 baseline. By 2035, the target is a 13% per capita reduction. There is no target set beyond 2035. To achieve the 2020 and 2035 targets, SANDAG and other metropolitan planning organizations are required to develop an SCS as an element of its RTP. The SANDAG SCS integrates land use and transportation plans to achieve reductions in GHG emissions and meet the CARB-required targets.

On October 9, 2015, the SANDAG Board of Directors adopted San Diego Forward: The Regional Plan (Regional Plan). The Regional Plan combines the two previously described existing regional planning documents: the Regional Comprehensive Plan and the RTP/SCS. The Regional Plan updates growth forecasts and is based on the most recent planning assumptions considering currently adopted land use plans, including the City's General Plan and other factors from the cities in the region and San Diego County (County). SANDAG's Regional Plan will change in response to the ongoing land use planning of the City and other jurisdictions. For example, the City's General Plan, and the General Plans of other local cities, may change based on amendments initiated by the jurisdiction or landowner applicants. These amendments may result in increases in development densities by amending the regional category designations or zoning classifications. Accordingly, SANDAG's RTP/SCS latest forecasts of future development in the San Diego region, including location, must be coordinated closely with each jurisdiction's ongoing land use planning because that planning is not static, as recognized by the need for updates to SANDAG's RTP/SCS every 4 years). The most recent regional plan is the 2021 Regional Plan, which builds off the 2019 San Diego Forward Federal Transportation Plan (SANDAG 2021). The SANDAG Board of Directors adopted the 2021 Regional Plan on December 10, 2021. The 2021 Regional Plan is a 30-year plan that considers growth, movement, and residential location around the region. The 2021 Regional Plan combines the RTP/SCS and the Regional Comprehensive Plan. As such, the 2021 Regional Plan must comply with specific state and federal mandates. These include an SCS, per California Senate Bill 375, that achieves GHG emissions reduction targets set by CARB, compliance with federal civil rights requirements (Title VI), environmental justice considerations, air quality conformity, and public participation (SANDAG 2021).

Local

City of Oceanside General Plan

The State of California requires each city to have a General Plan to guide its future, and mandates that the plan be updated periodically to assure relevance and utility. The City of Oceanside General Plan is the primary source of long-range planning and policy direction that is used to guide development within the City and serves as a policy guide for determining the appropriate physical development and character of the City. The plan is founded on the community's vision for the City and expresses the community's long-range planning goals. The Oceanside General Plan contains 10 elements: Land Use (adopted 1986), Circulation (adopted 2012), Recreational Trails (adopted 1996), Housing (adopted 2023), Environmental Resource Management (adopted 1975), Public Safety (adopted 1975), Noise (adopted 1974), Community Facilities (adopted 1990), Hazardous Waste Management (adopted 1990), and Military Reservation (adopted 1981). Each of the General Plan elements contains goals for the future of the City. In addition, the Land Use and Zoning Map Viewer depicts the planned land uses and zoning within the City, and the land use designations are described through policies within the General Plan (City of Oceanside 2022).

On May 8, 2019, the City Council adopted Phase I of the General Plan Update, which consisted of new General Plan elements, including the Economic Development Element (April 2019), the Energy Climate Action Element (May 2019), and the Climate Action Plan (CAP). Phase 2 of the General Plan Update will include updating the City's existing Land Use, Circulation, Housing, Conservation and Open Space, Community Facilities, Safety, and Noise elements. Oceanside's 2021-2029 Housing Element was adopted by the City Council June 2021, certified by the California Department of Housing and Community Development on November 14, 2023, and re-adopted by City Council on September 13, 2023. The release of five project background reports in June 2021 was the first technical step in the process of updating the City's General Plan and preparing the Smart and Sustainable Corridors Specific Plan. The background reports provide a comprehensive analysis of resources, trends, and concerns that will frame and guide choices for the long-term development of the City. These five background reports include #1: Baseline Economic and Market Analysis; #2: Land Use and Community Resources; #3: Mobility; #4: Environmental Resources; and #5: Smart and Sustainable Corridors Background Report. On June 4, 2024, public review drafts of the General Plan Elements, the Draft Environmental Impact Report for the General Plan Update, the Smart and Sustainable Corridors Plan, and the updated CAP were released. These reports are available for review at the City's Onward Oceanside website: <https://onwardoceanside.com/>.

Land Use Element

The Land Use Element (City of Oceanside 1989) and Land Use Map identify the type of land uses that have been planned for within the City. The purpose of the Land Use Element is to describe present and planned land use activity that has been designed to achieve the community's long-range objectives for the future. The Land Use Element and Map identify the proposed general distribution, location, and extent of land uses such as industrial, commercial, residential, institutional, agricultural, open space, and community facilities. The element contains goals, objectives, policies, and implementation programs, along with maps and diagrams that outline the future land uses within the City. The element also provides direction related to how future development would occur, such as the intensity/density and character of new development.

Circulation Element

The purpose of the Circulation Element (City of Oceanside 2012) is to ensure that the Oceanside Master Transportation Plan and its implementation policies and programs would safely and efficiently accommodate the

growth envisioned in the Land Use Element. The Oceanside Master Transportation Plan has been incorporated as a subsection to the Circulation Element and serves as the main policy tool, designating future road improvements, extensions, and special intersection design treatments.

Recreational Trails Element

The Recreational Trails Element (City of Oceanside 1996) provides provisions for, and maintenance of, pedestrian, bicycle, and equestrian trail systems throughout the City. The purpose of the Recreational Trails Element is to provide goals and objectives that would improve the operation and design of the City's trail system for bicycles, pedestrians, and equestrians.

Housing Element

The Housing Element (City of Oceanside 2023) is intended to identify and analyze the City's housing needs; establish reasonable goals, objectives, and policies based on those needs; and set forth a comprehensive 8-year program of actions to achieve the identified goals and objectives, including meeting the City's Regional Housing Needs Assessment.

Environmental Resource Management Element

The Environmental Resource Management Element (City of Oceanside 1975a) is a program designed to conserve natural resources and preserve open space. This element contains goals, objectives, and implementation strategies related to water, soil, erosion, and drainage; coastal preservation; minerals; vegetation and wildlife habitats; air quality; agricultural resources; cultural sites; and recreational and scenic areas.

Public Safety Element

The purpose of the Public Safety Element (City of Oceanside 1975b) is to serve as a safety guide in the planning process to reduce loss of life, injury, property damage, and economic and soils dislocation resulting from fire hazards, flooding hazards, and seismic and geologic hazards and to promote civil disaster preparedness.

Noise Element

The Noise Element (City of Oceanside 1974) is composed of three sections: Introduction, Long-Range Policy Direction, and Noise Plan. In the Long-Range Policy Direction section, goals, objectives, and policies are identified to address noise-related issues in the community. The goals and objectives are overall statements of the City's desires and comprise broad statements of purpose and direction. The policies serve as guides for reducing or avoiding adverse noise effects on residents. Policies and plans in the Noise Element are designed to protect existing and planned land uses identified in the Land Use Element from excessive noise.

Community Facilities Element

The purpose of the Community Facilities Element (City of Oceanside 1990a) is to provide overall direction for the provision of adequate public facilities necessary to serve the existing and future developed areas of the City in a coordinated and cost-effective manner. The element provides a comprehensive and current inventory of the City's community facilities; a summary of the conditions, capacities, and status of all public facilities serving the city; a system of objectives, policies, and standards to be used by the City for programming its primary public facilities; and

a comprehensive improvement plan and program for community facilities through the year 2010 to serve projected land use development in the City.

Hazardous Waste Management Element

The Hazardous Waste Management Element (City of Oceanside 1990b) provides health and safety measures that are necessary to protect citizens from the siting of hazardous waste facilities as required by California Health and Safety Code, Section 25199 et seq., in coordination with the San Diego County Hazardous Waste Management Plan, and to reduce the need for such facilities through the minimization of hazardous materials and wastes.

Military Reservation Element

The purpose of the Military Reservation Element (City of Oceanside 1981) is to acknowledge the direct physical, social, and economic linkages between the City and U.S. Marine Corps Base Camp Pendleton and to propose policies that would strengthen the bond between the community and the base.

Economic Development Element

The City has prepared an Economic Development Element to establish, refine, and consolidate goals and policies that will inform future actions affecting the City's fiscal resources and the local economy. Addressing both municipal operations and the economic dynamics of the community at large, the Economic Development Element will provide direction to all City disciplines whose functions impact the City's financial resources and influence the economic circumstances and choices of the City's residents, property owners, business owners, workers, and visitors. These City disciplines include the Economic Development Division, the Development Services Department, the Public Works Department, the Property Management Division, the Housing Division, the Parks and Recreation Division, the Water Utilities Department, and the City's public safety apparatus. The Economic Development Element will guide these disciplines in fulfilling their respective missions in a manner supportive of the City's long-term fiscal and economic health (City of Oceanside 2019a).

Energy Climate Action Element

The Energy and Climate Action Element addresses energy consumption and other activities within the City that may contribute to adverse environmental impacts, with particular emphasis on those activities associated with human-induced climate change (City of Oceanside 2019b).

City of Oceanside Climate Action Plan

The City's CAP (April 2019) seeks to align with state efforts to reduce GHG emissions while balancing a variety of community interests: e.g., quality of life, economic development, and social equity. The CAP outlines the measures the City will take to make progress toward meeting the State of California's 2050 GHG reduction goal. Although federal and state measures are contributing significantly to GHG emissions reduction, climate action at the local level is essential in reducing global emissions to sustainable levels. Achieving the state's 2050 GHG reduction target will require local jurisdictions to complement state measures such as low-carbon fuel standards, vehicle fuel-efficiency standards, and the Cap-and-Trade Program. Reducing the City's carbon footprint requires both local government action and a commitment from residents, business owners, and others in the community to reduce their reliance on fossil fuels; pursue clean and renewable energy sources; reduce, reuse, recycle, and compost solid waste; conserve water; and carefully manage the City's land resources.

Given that the vast majority of the City's GHG emissions are generated by activities in the private sector, the bulk of the GHG reduction measures outlined in the City's CAP address emissions associated with residential, commercial, industrial, and agricultural uses. Nevertheless, the City recognizes its role as an exemplar for the Oceanside community and is thus committed to reducing GHG emissions from municipal operations. Led by the Water Utilities and Public Works Departments, the City has already significantly reduced its GHG emissions through a variety of means, including methane cogeneration, streetlight retrofitting, photovoltaic solar installation at numerous municipal facilities, solid waste diversion, energy efficiency retrofitting in municipal buildings, and the Green Oceanside campaign's community education programs. The City will continue to pursue GHG reduction in local government operations while encouraging emissions reduction in the community at-large through a combination of requirements, incentives, and community outreach efforts. As climate action planning continues to evolve, through advancements in climate science, technology, and public policy, the City's CAP will need to be periodically updated. These updates will be informed by new GHG emissions inventories, which will show how the City's emissions are trending and reveal which emissions reduction measures are most effective. In light of new information, and as new constraints and opportunities arise, the City will adjust its emissions reduction strategy to achieve state-aligned targets.

Although the City is on track to meet its state-aligned emissions reduction targets for 2030 without additional emissions reduction measures, it is understood that meeting long-term reduction targets requires aggressive action and that taking action now will better position the City to reach long-term reduction targets (City of Oceanside 2019c).

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

The North County Multiple Habitat Conservation Plan (MHCP) is a comprehensive conservation planning process that addresses the needs of multiple plant and animal species in the northwestern County (SANDAG 2003). The MHCP encompasses the cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. Its goal is to conserve approximately 19,000 acres of habitat, of which roughly 8,800 acres (46%) are already in public ownership and contribute toward the habitat preserve system for the protection of more than 80 rare, threatened, or endangered species.

The Oceanside Draft Subarea Plan (Subarea Plan; City of Oceanside 2010) of the MHCP addresses how the City would conserve natural biotic communities and sensitive plant and wildlife species pursuant to the California Natural Community Conservation Planning Act of 1991 and the state and federal Endangered Species Acts. The Subarea Plan has not been adopted by the City Council but is used as a guidance document for development projects. The City will continue to implement the key goals of the Subarea Plan until the Vital and Sustainable Resources Element is adopted as part of the General Plan Update

City of Oceanside Zoning Ordinance

The City's Zoning Ordinance is the primary implementation tool for the Land Use Element. The Zoning Ordinance and Zoning Map identify specific types of land use, intensity of land use, and development and performance standards applicable to specific areas and parcels of land within the City.

Article 28- Equestrian Overlay District

Article 28 of the City's Zoning Ordinance outlines the regulations that apply to parcels within the Equestrian Overlay District. The purpose of this ordinance to provide recreational opportunities through an equestrian trail network,

proving design standards for the keeping of horses on private property, protection of the equestrian and rural atmosphere, and achieving visual compatibility between equestrian and non-equestrian uses.

Article 22 – Scenic Park Overlay District

Article 22 of the City’s Zoning Ordinance outlines the regulations that apply to parcels within the Scenic Park Overlay District. The purpose of this ordinance is to conserve natural resources of recreational areas in and adjacent to Guajome Regional Park, encourage retention of natural slopes and waterways, minimize grading and drainage alteration, achieve visual compatibility between the built environment and natural environment, and provide standards and criteria for new construction, alteration, and development within the district.

Oceanside Municipal Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority serves as the Airport Land Use Commission for the County and develops and adopts airport land use compatibility plans (ALUCPs) for each public use and military airport within its jurisdiction. The ALUCP, as amended in December 2010, provides policies to ensure compatibility with airport and surrounding uses. These policies span various topics including noise, overflight zones, development standards, and safety within an established Airport Influence Area for each airport over a 20-year horizon.

San Luis Rey Watershed Water Quality Improvement Plan

The project site is located within the San Luis Rey Watershed Water Quality Improvement Plan (WQIP) area. Agencies involved in the development of the San Luis Rey WQIP include the Cities of Oceanside and Vista, the County, and the California Department of Transportation. The WQIP is a requirement of updated stormwater regulations adopted by the Regional Water Quality Control Board (RWQCB) according to Order No. R9-2013-0001, as amended by Order Nos. R9 2015-0001 and R9-2015-0100. The ultimate goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality would be accomplished through an adaptive planning and management process that identifies the highest priority water quality conditions within the watershed and implements strategies to address them.

The San Luis Rey Water Quality Improvement Plan was originally submitted to the RWQCB on June 26, 2015, as required by the Municipal Permit. The WQIP was subsequently revised and resubmitted in order to incorporate comments received from the public and the RWQCB. Following further comments, the RWQCB issued an acceptance letter for the San Luis Rey WQIP on February 12, 2016. In January 2022, an addendum to the WQIP for the San Luis Rey watershed was released (Project Clean Water 2022).

4.10.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to land use are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to land use would occur if the project would:

- a. Physically divide an established community.
- b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

4.10.4 Impacts Analysis

a) Would the project physically divide an established community?

The physical division of an established community typically refers to the construction of a linear feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local road that would impact mobility within an existing community or between a community and outlying area.

As described above, the 16.78-acre project site is located in the Guajome Neighborhood Area of the east-central portion of the City. The proposed project site is located Guajome Lake Road southeast of Albright Street. in the east-central portion of the City. The City of Vista Boundary is located approximately 0.1 miles east of the project site. The project site is located approximately 0.5 miles south of SR 76 and approximately 3.4 miles north of SR 78. The existing land use designation and zoning allows single family residential development.

The proposed development would be composed of 83 single family residences, an internal private loop road and open space and off-site improvements. Off-site improvements include roadway improvements along Guajome Lake Road, sidewalk improvements along Guajome Lake Road, and connections to existing utility lines. Primary access to the project site would be from Guajome Lake Road, which would be improved as part of the project. Guajome Lake Road would be improved the length of the property frontage, connecting to Albright Street. Road improvements would include 40-foot curb to curb improvements including a 5.5-foot-wide parkway and a 4.5-foot-wide sidewalk along the project frontage. The internal private road would be 28–32 feet wide with 5-foot-wide sidewalks. The project is surrounded by existing single family residential development to the north, east, and west; and open space to the southwest on the other side of Guajome Lake Road. As described previously, the project site has been previously disturbed by development on adjacent parcels and the single-family residence on site. Proposed land uses and implementation of the project would not impede access to any adjacent land uses or roadways. Development of the project would improve connectivity within the existing project site and surrounding area by adding a sidewalk along a portion of Guajome Lake Road and improving Guajome Lake Road. Considering the project's location adjacent to existing development, the project's consistency with the existing General Plan and zoning designations, it is determined that implementation of the project would not physically divide an established community. Therefore, impacts would be **less than significant**.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project is subject to several local and regional plans intended to avoid environmental effects. Such plans, policies and regulations that pertain to the proposed project are contained within the elements of the City's General Plan, the City's Zoning Ordinance, the Subarea Plan of the North County MHCP, the ALUCP, the San Luis Rey Watershed WQIP, the 2050 RTP/SCS, and the San Diego Air Pollution Control District. The analysis herein outlines project consistency with these plans.

City of Oceanside General Plan

The City of Oceanside General Plan is the primary source of long-range planning and policy direction that is used to guide development within the City and serves as a policy guide for determining the appropriate physical development and character of Oceanside. The plan is founded on the community's vision for the

City and expresses the community's long-range planning goals. New development within the City, including the project, is subject to the goals and policies outlined in the City's General Plan elements.

The project would require approval of a development plan, tentative map, and density bonus to allow for the construction of 83 single-family homes on approximately 9.86 acres of the 16.78-acre project site. The project would also include approximately 35,151 square feet of private recreational and amenity area within the center of the development, featuring common open space with lawn areas, a play area, and culinary lounge. The project is subject to State Density Bonus Law (Government Code Section 65915) and local density bonus provisions (Section 3032 of the Zoning Ordinance). As analyzed throughout this EIR, the proposed project would be consistent with the City's General Plan's land use designation of Single Family Detached Residential (SFD-R) for the project site. However, in order to accommodate the project as allowed under Density Bonus Law, the project cannot physically comply with all of the development standards that apply to standard single-family residential projects. Based on the proposed design to accommodate density bonus units, the project anticipates seeking waivers of development standards, including reduction of lot sizes, removal of development standards, reduction or redistribution of setbacks, reduction of open space/landscape minimums, increase of floor area ratio per lot, and increase of retaining wall heights.

The project's consistency with the City's General Plan elements goals, policies, and objectives is provided below in Table 4.10-1,¹ City of Oceanside General Plan Consistency Evaluation. As outlined in Table 4.10-1, with approval of the requested density bonus, the project would not conflict with the goals, policies, and objectives of the City's General Plan.

City of Oceanside Zoning Ordinance

The General Plan designation of Single-Family Detached Residential (SFD-R) and a consistent zoning designation of RS-SP-EQ (Single-Family Residential – Scenic Park Overlay – Equestrian Overlay) allow for a maximum potential density up to 5.9 units per acre. Under the Density Bonus Law, where a density range is provided, the base number of units permitted is determined by multiplying the net site acreage (12.45² acres) by the maximum density for the specific zoning range and Land Use Element of the General Plan applicable to the project (5.9 units per acre). Using this methodology, the base number of units allowed at the project site would be 73.46 (rounded up to 74 per density bonus). The project would provide 4 of the units (5%) for affordable to very-low-income households and would pay the remaining 5% of the City's 10% Inclusionary Housing obligation through the in-lieu fee alternative (Chapter 14C of the City's Municipal Code). Per state Density Bonus Law, affordable unit percentage is calculated excluding units added by a density bonus ($5\% \times 74$ (base allowable) = 3.7 units; rounds up to 4 units). Under the Density Bonus Law, the provision of 5% very-low-income units allows the applicant to receive a density bonus of up to 20%, allowing additional market-rate units to be constructed (74 base allowable units $\times 0.20$ (density bonus) = 14.8 units), which rounds up to 15 density bonus units. Finally, to calculate the total dwelling units, the base allowable units are added to the density bonus units (74 base allowable units + 15 density bonus units = 89 total units allowed). Although 89 total units would be allowed

¹ Due to its length, Table 4.10-1 can be found at the end of this section.

² Although the proposed project would only develop 9.86 acres of the overall 16.78-acre site, 12.45-developable acres is used in the density bonus calculation for the site, as buffer/setback areas required from the edge of the riparian areas do not get subtracted from the developable area acreage for the density bonus calculation. The density bonus calculation used for the proposed project is (Total Site Area – Riparian Areas – Public Road Easements) ($16.78 \text{ ac} - 3.77 \text{ ac} - 0.569$) = 12.45 Developable Acres. The riparian acreage used in this calculation includes southern arroyo willow riparian forest, non-native riparian, and non-vegetated channel, as outlined in Section 4.3 of this EIR.

under the density bonus, the project would construct only 83 total units. The maximum potential density (units per acre) with the density bonus would be determined by dividing the total units (83 units) by the net site acreage (12.45 acres). Using this methodology, the maximum potential density would be 6.67 units per acre under the provisions of the Density Bonus Law. The project would have a total of 83 single family residences, 4 of which would be at the affordable/low-income level (5% of the total) and the remaining 79 units would be designated as market rate. Affordable units will be proportional to the overall project in unit size, be dispersed throughout the project, and have access to all amenities available to market-rate units. The proposed dwelling unit distribution complies with the City of Oceanside Inclusionary Housing Ordinance requirements and the provisions of Density Bonus Law regarding affordable housing.

Consistent with the City's General Plan and Zoning Ordinance, the project requires certain entitlements be submitted, reviewed, and approved by the City. The requested entitlements include a development plan, tentative map, and request for density bonus. Because the project would provide four designated deed-restricted affordable housing units, Density Bonus Law requires the City to grant an incentive/concession and unlimited waivers. In order to accommodate the increased density allowed under Density Bonus Law, the project cannot physically comply with all of the development standards that apply to standard projects. Based on the proposed design to accommodate density bonus units, the project seeks a waiver of the following development standards for a housing development pursuant to Density Bonus law:

- Reduction of lot sizes
- Reduction of lot width
- Increase lot depth to width ratio
- Reduction of building setbacks
- Increase lot coverage percentage
- Increase retaining wall heights
- Equestrian development standards waived

A summary of the development standards and required waivers are outlined in Table 3.3-1 in Chapter 3, Project Description, of this EIR. The City would use this EIR and associated documentation in its decision to approve or deny the required discretionary permits. With approval of the requested density bonus, the proposed project would be consistent with the City's zoning designation for the project site, and implementation of the project would not conflict with the City's Zoning Ordinance.

Oceanside Draft Subarea Plan of the North County

The Subarea Plan (City of Oceanside 2010) of the MHCP addresses how the City would conserve natural biotic communities and sensitive plant and wildlife species pursuant to the California Natural Community Conservation Planning Act of 1991 and the state and federal Endangered Species Acts. As outlined in Section 4.3, Biological Resources, the project would be consistent with the biological resource avoidance and mitigation requirements set forth by this plan and would not result in a conflict with the Subarea Plan.

Oceanside Municipal Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority develops and adopts ALUCPs for each public use and military airport within its jurisdiction. The Oceanside Municipal ALUCP, as amended in December 2010, provides policies to ensure compatibility with the airport and surrounding land uses. These policies span

various topics including noise, overflight zones, and safety. The ALUCP is based upon the Federal Aviation Administration approved Airport Layout Plan. The project site is located within Review Area 2 of the ALUCP Airport Influence Area. Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or notification overflight areas. As outlined in Section 4.8 of this EIR, Hazards and Hazardous materials, within Review Area 2, the following land use actions require Airport Land Use Commission review:

1. Any object which has received a final notice of determination from the Federal Aviation Administration that the project will constitute a hazard or obstruction to air navigation, to the extent applicable.
2. 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.
3. 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.
4. 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. The local agency should coordinate with the airport operator in making this decision.

As outlined in Section 4.8 of this EIR, land use actions (i), (ii), (iii), and (iv) would not apply to the project. The project would not introduce any new overhead utilities, nor introduce any new sources of light and glare that would differ substantially from existing surrounding light sources that would affect day or nighttime views (refer to Section 4.1, Aesthetics, for detailed information on project lighting and glare). The project would be constructed in compliance with requirements of the Airport Land Use Commission for the Oceanside Municipal Airport. Because the project site is not within close proximity to the airport, noise associated with planes would not result in excessive noise for project residents. Nonetheless, the project applicant would be responsible for the recordation of overflight notification documents per Review Area 2 requirements.

San Luis Rey Watershed Water Quality Improvement Plan

The project site is located within the San Luis Rey Watershed WQIP area. The ultimate goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality would be accomplished through an adaptive planning and management process that identifies the highest priority water quality conditions within the watershed and implements strategies to address them. The WQIP allows the City (and other watershed stakeholders) to prioritize and address pollutants through an appropriate suite of best management practices in each watershed. A Storm Water Quality Management Plan was prepared for the project (Appendix I) based on requirements set forth in the RWQCB's National Pollutant Discharge Elimination System MS4 Permit that covers the San Diego Region (Order No. R9-2013-0001). The stormwater design was prepared in accordance with the City's Best Management Plan (BMP) Design Manual. Please refer to Section 4.9, Hydrology and Water Quality for a detailed analysis and additional information. In summary, the project is meeting these goals by complying with all local and regional water quality programs and policies that are intended to reduce water pollutants

and control runoff in a manner to avoid impacts to downstream waters. Therefore, the project would not conflict with the San Luis Rey WQIP.

2050 Regional Transportation Plan/Sustainable Communities Strategy

SANDAG's 2050 RTP/SCS outlines projects for rail and bus services, highways, local streets, bicycling, walking, and movement of goods, as well as systems and demand management. The 2050 RTP/SCS presents a transportation system designed to maximize transit enhancements, integrate biking and walking elements, and promote programs to reduce demand and increase efficiency. As described in Section 4.15, Traffic and Circulation, the proposed project would provide for residential land uses in an infill area, taking advantage of the site's location near transit, retail, employment, schools, parks, and other uses. The proposed project would be consistent with programs, plans, ordinances, and policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Implementation of the project would not result in environmental impacts due to inconsistency with the RTP/SCS.

San Diego Air Pollution Control District

As outlined in Section 4.2, Air Quality, of this EIR, the San Diego Air Pollution Control District and SANDAG are responsible for developing and implementing the clean air plans for attainment and maintenance of the ambient air quality standards in the basin—specifically, the State Implementation Plan (SIP) and Regional Quality Strategy (RAQS). The federal ozone maintenance plan, which is part of the SIP, was adopted in 2016. The SIP includes a demonstration that current strategies and tactics will maintain acceptable air quality in the SDAB based on the National Ambient Air Quality Standards. The RAQS was initially adopted in 1991 and is updated every 3 years (most recently in 2020). The RAQS outlines San Diego Air Pollution Control District's plans and control measures designed to attain the state air quality standards for ozone. The SIP and RAQS rely on information from CARB and SANDAG, including mobile and area source emissions, as well as on information regarding projected growth in the County as a whole and the cities in the County, to project future emissions and determine the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of the development of their General Plans.

If a project involves development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project might be in conflict with the SIP and RAQS and may contribute to a potentially significant cumulative impact on air quality.

Implementation of the project would result in an increase in housing of 83 single-family residential units. The City of Oceanside General Plan identifies the site as Single-Family Detached Residential (SFD-R), with a zoning designation of Single-Family Residential – Scenic Park Overlay and Equestrian Overlay (RS-SP-EQ). The existing land use designation and zoning allows for single-family residential uses. The proposed project is consistent with the underlying land use and zoning for the project site, except the requested waivers under the State Density Bonus Law.

The most recent Regional Housing Needs Assessment from SANDAG stated that Oceanside needs to build 5,443 units from 2021 through 2029 (SANDAG 2020). The City has a projected deficit of 1,268 very-low-income, 718 low-income, 883 moderate-income, and 2,574 above-moderate-income units (SANDAG 2020). The project is expected to bring 83 single-family units to market in 2024–2025, including 4

designated deed-restricted single-family units, which would be within SANDAG’s growth projection for housing during the 6th Cycle planning horizon (i.e., April 2021–April 2029). Therefore, the project would not conflict with SANDAG’s regional growth forecast for the City (Appendix B, Quality and Greenhouse Gas Emissions Analysis Technical Report).

Based on this, the project would be consistent with the growth assumptions in the City’s General Plan and would not conflict with the RAQS or SIP. As, the project is consistent with the zoning designation and is anticipated in the City’s General Plan and SANDAG’s growth projections, implementation of the project would not conflict with the SIP and RAQS.

In summary, the project would not conflict with or obstruct implementation of an applicable plan or policy, and impacts would be **less than significant**.

4.10.5 Mitigation Measures

No impacts to land use were identified; therefore, no mitigation measures are required.

4.10.6 Level of Significance After Mitigation

No impacts to land use were identified; therefore, no mitigation measures are required. Impacts related to land use would be **less than significant**.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/Nonconformance |
|---------------------------------------|---|--|--|
| City of Oceanside General Plan | | | |
| Land Use Element | | | |
| 1.1 Community Values Objective | To ensure the enhancement of long-term community and neighborhood values through effective land use planning. | The project would be consistent with the City of Oceanside land use designations and Zoning Ordinance. The project would be located in an existing neighborhood, within the vicinity of an existing state route system, and open space that would benefit the newly proposed residences. | The project would be in conformance with this objective. |
| Policy 1.1A | Land uses shall be attractively planned and benefit the community. | The project residences would be built in a variety of contemporary architectural design in one of three styles, referred to as “ranch,” “farmhouse,” and “progressive prairie.” The architectural styles would be reinforced through massing and materials. A variety of roof forms would be included to shape the massing, ranging from all gable, combination of hip and gable, and all hip. Style specific window grids and | The project would be in conformance with this policy. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
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| | | window and door trim along with front door and garage door styles help reinforce the architectural character. The homes would be predominantly stucco with either shingle, board and batten, or lap siding accents. Primary proposed building material finishes would include white, grey, or beige stucco exterior walls. Enhanced elevations would be included based on the elevation exposure to public edges. Introduction of these new houses could enhance attraction to the surrounding area. | |
| Policy 1.1B | Land uses shall not significantly distract from nor negatively impact surrounding conforming land uses. | The project site is designated Single-Family Detached Residential (SFD-R) per the Oceanside General Plan Land Use Map. The proposed housing development would be consistent with the surrounding residential and open space uses and zoning designations. The project would not negatively impact surrounding conforming land uses because it proposes similar residential development and open space amenities. | The project would be in conformance with this policy. |
| Policy 1.1C | The City shall analyze the long-term effects of all proposed development to assure both the present and future social, economic, and physical enhancement of the community. | The project site currently consists of a 16.78-acre primarily vacant lot with one single family residence. The proposed residential development project would utilize the otherwise underutilized site by constructing 83 single-family residences, of which 4 would be low-income residences. Addition of new market-rate and affordable housing stock would benefit the community. In addition, the tax revenue from the project would provide an economic benefit to the City. | The project would be in conformance with this policy. |
| 1.11 Balanced Land Use Objective | To develop and use lands for the long-term provision of a balanced, self-sufficient, and efficient community. | Increased housing stock is essential to provide a balanced, efficient, community. The inclusion of affordable housing would also promote a socioeconomic diversity within the area, and development | The project would be in conformance with this objective. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
|---------------------------------------|---|---|--|
| | | on a vacant parcel within the City surrounded by existing development that would ensure residents of the project site have access to existing infrastructure, parks, shopping centers and schools. | |
| Policy 1.11A | The City shall establish and enforce a balanced distribution of land uses to organize the City in a hierarchy of activity centers and land use so as to foster a sense of neighborhood, community, and regional identity. | The project would provide the City with additional residential units, including low-income housing. The proposed development would be consistent with the surrounding residential and open space uses. | The project would be in conformance with this policy. |
| Policy 1.11B | The City shall analyze proposed land uses for assurance that the land use will contribute to the proper balance of land uses within the community or provide a significant benefit to the community. | The project would accommodate the growing population of the greater San Diego area. Increased housing stock near existing infrastructure is essential to provide a balanced, efficient, community. The inclusion of affordable housing would also promote a socio-economic diversity within the area. | The project would be in conformance with this policy. |
| Policy 1.11C | The City shall continuously monitor the impact and intensity of land use and land use distribution to ensure that the City's circulation system is not overburdened beyond design capacity. | The project would be consistent with the City's General Plan Circulation Element and the 2021 Regional Transportation Plan. As outlined in Section 4.15, Traffic and Circulation of this EIR, the project would not result in impacts related to traffic and circulation. The project includes sufficient parking on site for the residential development. Implementation of the project would not overburden existing roadways in the area | The project would be in conformance with this policy. |
| 1.12 Land Use Compatibility Objective | To minimize conflicts with adjacent or related land use. | The project is zoned and designated for residential uses and has an Equestrian overlay. The proposed housing development would be consistent with the surrounding residential land uses. The project would not provide equestrian facilities on site, but it would not impact the existing equestrian uses in the surrounding area. As discussed in Section 4.15, Traffic | The project would be in conformance with this objective. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
|---------------|--|--|---|
| | | and Circulation, of this EIR, the project would not result in impacts related to traffic and circulation in proximity to the project site. The project would not alter the designated open space land uses to the south of the project site. | |
| Policy 1.12A | Adequate setbacks, buffering, and/or innovative site design shall be required for land uses that are contiguous to and incompatible with existing land uses. | The project's proposed residential land use would be compatible with surrounding land uses. Consistent with the City's General Plan and Zoning Ordinance, the project requires certain entitlements be submitted, reviewed, and approved by the City. The requested entitlements include a development plan, tentative map, and request for density bonus. Because the project would provide four designated deed-restricted affordable housing units, state Density Bonus Law requires the City to grant an incentive/concession and unlimited waivers. In order to accommodate the increased density allowed under Density Bonus Law, the project cannot physically comply with all of the development standards that apply to standard projects. Based on the proposed design to accommodate density bonus units, the project seeks a waiver for a housing development pursuant to Density Bonus Law. The project development standards and required waivers are outlined in Table 3-4 in Chapter 3 of this EIR. Waivers are requested for setbacks, lot coverage and wall/fence height. Approval of the requested density bonus would allow for accommodations of the requested waivers. | The project would be in conformance with this policy. |
| Policy 1.12B | The use of land shall not create negative visual impacts to surrounding land uses. | The project would construct a single-family residential development with open space and landscaping. The project residences would be built in a variety of | The project would be in conformance with this policy. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
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| | | contemporary architectural design in one of three styles, referred to as “ranch,” “farmhouse,” and “progressive prairie.” Enhanced elevations would be included based on the elevation exposure to public edges. Site plans and design would be reviewed by the City for approval prior to development. | |
| Policy 1.12C | The use of land shall not subject people to potential sources of objectionable noise, light, odors, and other emissions nor to exposure of toxic, radioactive, or other dangerous materials. | The project would be constructed in compliance with all local, state, and federal regulations. As outlined in Sections 4.1, 4.2, and 4.8 of this EIR, implementation of the project would not result in impacts related to noise, light, odor, or release of hazardous materials. All outdoor lighting would meet Chapter 39 of the City Municipal Code (Light Pollution Ordinance) and would be shielded appropriately. | The project would be in conformance with this policy. |
| 1.121 Land Use Compatibility with Adjacent Jurisdictions or Responsible Agencies Objective | To assure appropriate land use compatibility is maintained between Oceanside and adjacent jurisdictions or responsible agencies. | The project site is located within the east-central portion of the City, in the Guajome Neighborhood Area. The City of Vista boundary is located approximately 0.1 miles east of the project site. The Oceanside General Plan Land Use designation for the site is Single-Family Detached Residential (SFD-R). In addition, the project site is surrounded by residential and open space uses. The project would not impact any adjacent jurisdictions or responsible agencies. | The project would be in conformance with this objective. |
| Policy 1.121A | Oceanside shall formally notice adjacent jurisdictions of proposed land uses or developments that may affect an adjacent jurisdiction. | Please see response to Objective 1.121 above. | The project would be in conformance with this policy. |
| Policy 1.121B | Oceanside shall formally notice responsible agencies of proposed land uses or developments that may affect an agency’s program or responsibilities. | Through the Notice of Preparation for the project, the City has formally noticed responsible agencies of the proposed development, including but not limited to the U.S. Fish and Wildlife Service, Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Wildlife, | The project would be in conformance with this policy. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
|------------------------------|---|---|--|
| | | and Native American Heritage Commission. In addition, Oceanside has provided formal solicitation for comments from these agencies during the Notice of Preparation, and the public review process as defined by CEQA Guidelines Section 15103. | |
| Policy 1.121C | To provide for proper land development or land use compatibility the City shall, wherever possible, take appropriate action on proposed land uses or development to address the concerns of adjacent jurisdictions or responsible agencies. | Please see response to Objective 1.121 above. | The project would be in conformance with this policy. |
| 1.14 Noise Control Objective | To improve the quality of Oceanside's environment by minimizing the negative effects of excessive noise. | The proposed residential development would be constructed in an existing residential area. Construction of the project would be subject to City noise ordinances, and as discussed in Section 4.11, Noise, of this EIR, the project would not generate noise levels in exceedance of the analyzed noise thresholds. | The project would be in conformance with this objective. |
| Policy 1.14A | Noise emissions shall not reach levels that pose a danger to the public health. | Please see response to Objective 1.14 above. | The project would be in conformance with this policy. |
| Policy 1.14B | Noise emissions shall be controlled at the source where possible. | Please see response to Objective 1.14 above. | The project would be in conformance with this policy. |
| Policy 1.14C | Noise emissions shall be intercepted by barriers or dissipated by space where the source cannot be controlled. | Please see response to Objective 1.14 above. | The project would be in conformance with this policy. |
| Policy 1.14D | Noise emissions shall be reduced from structures by the use of soundproofing where other controls fail or are impractical. | Please see response to Objective 1.14 above. | The project would be in conformance with this policy. |
| Policy 1.14E | Acceptable noise levels shall be demonstrated by the applicant in the review and approval of any projects or public or private activities that | Please see response to Objective 1.14 above. A Noise Study was prepared for the project by Dudek in 2022 that demonstrated that project | The project would be in conformance with this policy. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
|------------------------------|--|--|--|
| | require a permit or other approval from the City. | construction and operation would result in acceptable noise levels. | |
| Site Design Objective 1.2 | To provide high-quality site design, all proposed land development projects shall take advantage of natural or human-made environments to maximize energy conservation, natural air circulation, public safety, visual aesthetics, private and common open spaces, privacy, and land use compatibility. | The project would provide residential and open space uses on site. The project has been designed to incorporate sustainable design features, visual aesthetics, private and common open space area, privacy, landscaping, and land use compatibility. | The project would be in conformance with this objective. |
| Policy 1.1A | The placement of all proposed structural components, landscaping, access ways, etc. shall be oriented on the site in such a manner to maximize: 1) Interior building absorption and retention of solar energy during appropriate seasons and times of day, and the access to sunlight for potential solar energy collection; and 2) the even circulation of natural breezes between and through all buildings; and 3) the quality of view and vistas from the site to the surrounding environment; and 4) the quality of views of the site from surrounding land uses; and 5) the public safety by eliminating designs that may harbor or hide detrimental activities. | The project would involve construction of 83 single-family residences, as well as useable and preserved open space. All homes would be developed on the southern portion of the project site, which has been previously disturbed and graded. The project would avoid the northernmost portion of the project site along the riparian corridor, preserving approximately 6.92 acres of the 16.78-acre project site as open space. In Existing Conditions, the project site is mostly vacant and previously disturbed, with one existing residential house in the northern portion of the property. The existing residence is a single-family structure that would be removed with implementation of the proposed development. In addition to the project's infill location, the project would include several sustainability design features to reduce potential energy and water usage and reduce potential greenhouse gas emissions, such as solar photovoltaic installation and drought-tolerant landscaping and water efficient irrigation system. The project residences would be built in a variety of contemporary architectural design in one of three styles, referred to as "ranch," | The project would be in conformance with this policy. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
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| | | “farmhouse,” and “progressive prairie.” The architectural styles would be reinforced through massing and materials. A variety of roof forms would be included to shape the massing, ranging from all gable, combination of hip and gable, and all hip. Style specific window grids and window and door trim along with front door and garage door styles help reinforce the architectural character. The homes would be predominantly stucco with either shingle, board and batten, or lap siding accents. Primary proposed building material finishes would include white, grey, or beige stucco exterior walls. Enhanced elevations would be included based on the elevation exposure to public edges. Proposed landscaping is designed to provide a distinct visual character and enhance the project. Final site plans for the project would be subject to City review. | |
| Policy 1.2C | New development or land uses shall provide coordinated site design wherever possible with existing or proposed adjacent land uses to provide complimentary site design, unified circulation access, and joint use of ancillary facilities. | The project would comprise single-family residences that are consistent with the surrounding land uses. The overall project design would be consistent with the designated land use for the site. Final site plans are subject to City review. | The project would be in conformance with this policy. |
| Policy 1.2G | All developments shall design parking areas to maximize efficiency, safety, convenience, and open space. | The project would provide two-car garages for each single-family home, which would include a full driveway for guest parking. | The project would be in conformance with this policy. |
| 1.21 Common Open Space Objective | To provide and maintain common open areas for a wide range of uses. | The project would include approximately 35,151 square feet of private recreational and amenity area within the development. Additionally, the project would avoid the northernmost portion of the project site along the riparian corridor, preserving approximately 6.92 acres of the 16.78-acre project site as open space. | The project would be in conformance with this objective. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
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| | | The open space and theming of the community take into consideration the project's proximity to Guajome Regional Park, as well as the history and culture of the site. The design is intended to pay homage to the community's cultural assets such as the Rancho Guajome Adobe. Forms and patterns found in the open space take inspiration from these historic and unique visual profiles. Amenities and materiality are influenced by the equestrian nature of its surrounds and local points of interest, creating a natural and rustic landscape for the residents. The design of the community would feature a dynamic core within the community providing flexible spaces for gathering, culinary experiences, play and recreation. A walking loop runs round the park residences and promotes an active lifestyle for the residents. | |
| Policy 1.21A | Common open space must be accessible and usable by potential users of the common open space. | See response to Objective 1.21. | The project would be in conformance with this policy. |
| Policy 1.21B | Common open spaces within a project site shall be contiguous unless it is found that segregation of the area and type of open space uses better serve the purposes of the General Plan and the project site. | See response to Objective 1.21. | The project would be in conformance with this policy. |
| Policy 1.21C | Where feasible, common open space shall be integrated with adjacent common or public open spaces, trails, or bicycle transit systems to promote an open space or trails network throughout the City. | See response to Objective 1.21. | The project would be in conformance with this policy. |
| 1.22 Landscaping Objective | The enhancement of community and neighborhood identity through landscaping requirements that frame and | Proposed landscaping is designed to provide a distinct visual character and enhance the project. A variety of vegetation would be | The project would be in conformance with this objective. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
|---------------|---|--|---|
| | soften the built environment consistent with water and energy conservation. | featured along the boundaries of the project site deriving influence from Guajome Regional Park. The layered retaining walls will be softened by vegetation creating a welcoming environment from the street. Landscaping would also be featured adjacent to public rights-of-ways. Entry monumentation would utilize the proposed corner retaining wall. The proposed signage would create a gateway into the community. | |
| Policy 1.22A | Existing mature trees shall be retained wherever possible. | The project site is vacant and does not require tree removal. | Not applicable. |
| Policy 1.22B | Mature trees removed for development shall be mitigated by replacement with an appropriate type, size, and number of trees. | See response to Policy 1.22A. | Not applicable. |
| Policy 1.22C | Drought-tolerant materials, including native California plant species, shall be encouraged as a landscape type. | Drought tolerant and low water use plants would be incorporated. A layering of soft vegetation with accents of succulents would provide a layered and textured ground plane. A variety of vegetation would be featured along the boundaries of the project site deriving influence from Guajome Regional Park. | The project would be in conformance with this policy. |
| Policy 1.22F | A buffer of landscaping shall be required between the built environment and lands left in a natural or open state. The landscape buffer shall be of sufficient size and shall use plant materials that will retard the spread of wild fire. | The project would include approximately 35,151 square feet of private recreational and amenity area within the development. Additionally, the project would avoid the northernmost portion of the project site along the riparian corridor, preserving approximately 6.92 acres of the 16.78-acre project site as open space. Proposed landscaping is designed to provide a distinct visual character and enhance the project. The planting layout for the project was designed with a conscious effort to provide an enhanced perimeter landscape that will be compatible with the visual character | The project would be in conformance with this policy. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
|-----------------------------------|--|--|--|
| | | of Guajome Regional Park. Drought tolerant and low water use plants would be incorporated. A layering of soft vegetation with accents of succulents would provide a layered and textured ground plane. Proposed landscaping and setbacks will be reviewed and approved by City Fire. | |
| 1.23 Architecture Objective | The architectural quality of all proposed projects shall enhance neighborhood and community values and City image. | The project residences would be built in a variety of contemporary architectural design in one of three styles, referred to as “ranch,” “farmhouse,” and “progressive prairie.” The project would go through design review approval by the City and is subject to Oceanside zoning standards, which regulate building design, mass, bulk, height, etc., or applicable waivers. All density bonus waivers requested by the project are outlined in Table 3-4 in Chapter 3 of this EIR. Proposed landscaping is designed to provide a distinct visual character and enhance the project. | The project would be in conformance with this objective. |
| Policy 1.23A | Architectural form, treatments, and materials shall serve to significantly improve on the visual image of the surrounding neighborhood. | See response to Objective 1.23. | The project would be in conformance with this policy. |
| Policy 1.23B | Structures shall work in harmony with landscaping and adjacent urban and/or topographic form to create an attractive line, dimension, scale, and/or pattern. | See response to Objective 1.23. | The project would be in conformance with this policy. |
| Policy 1.23C | Elevations, floor plans, perspectives, lines-of-sight, material boards, and other such displays and exhibits shall be provided as necessary to ensure compliance with General Plan policies. | See response to Objective 1.23. All site plans, including proposed building materials and landscaping would be provided to the City for final review. | The project would be in conformance with this policy. |
| 1.24 Topographic | To ensure that development preserves and enhances the unique beauty and character | The project would include approximately 35,151 square feet of private recreational and amenity | The project would be in conformance with this objective. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
|---------------------|---|---|---|
| Resources Objective | of the City's natural topographic features and does not contribute to slope instability, flooding, or erosion hazards to life and property. | area within the development. Additionally, the project would avoid the northernmost portion of the project site along the riparian corridor, preserving approximately 6.92 acres of the 16.78-acre project site as open space. The open space and theming of the community take into consideration the project's proximity to Guajome Regional Park, as well as the history and culture of the site. The design is intended to pay homage to the community's cultural assets such as the Rancho Guajome Adobe. Retaining walls would be located along the project frontage, entries, and best management practice areas to support the required grading and storm drainage for the project site. Please refer to Sections 4.6 and 4.9 of this EIR, which determine that potential impacts related to slope instability, flooding, and erosion hazards would be less than significant. | |
| Policy 1.24F | Excessive cut and fill grading to create standard prepared pads shall be prohibited. | The project would require approximately 84,500 cubic yards of cut and 17,500 cubic yards of fill. This amount is not considered excessive given the size and proposed use of the project. | The project would be in conformance with this policy. |
| Policy 1.24G | Where grading is required, flat planes, and sharp angles of intersection with the natural terrain shall be avoided. | Please refer to response to Policy 1.24F. The project would not create flat plans with sharp angles of intersection. | The project would be in conformance with this policy. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
|---------------|--|---|---|
| Policy 1.24H | Slopes shall be rounded and contoured to blend with the existing topography, unless on an individual site this would diminish open space or significant natural features of the site. | All homes would be developed on the southern portion of the project site, which has been previously disturbed and graded. The project would avoid the northernmost portion of the project site along the riparian corridor, preserving approximately 6.92 acres of the 16.78-acre project site as open space. The entire 9.86-acre project footprint would be graded. Approximately 17,500 cubic yards of fill would be required, as the project would include approximately 84,500 cubic yards of cut. The Preliminary Geotechnical Investigation (Appendix G) includes project design recommendations pursuant to California Building Code and the City of Oceanside Grading Ordinance. The project would be required to comply with the recommendations of the Geotechnical Report as a condition of approval. These recommendations are specified in Appendix G, Section 5. In summary, the recommendations pertain to earthwork, foundations and slab design, lateral earth pressures and retaining wall design, geochemical considerations, concrete flatwork, preliminary pavement design, infiltration best management practices, control of groundwater and surface waters, construction observation, and plan review. Please refer to Section 4.6 of this EIR for a detailed analysis on geology and soils. | The project would be in conformance with this policy. |
| Policy 1.24I | The structural quality of the soil and geologic conditions shall be incorporated into the site design and determine the method and type of construction. Slope stability shall be ensured during and after construction. | Please see response to Policy 1.24H | The project would be in conformance with this policy. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
|---------------|--|---|---|
| Policy 1.24J | Potential hazards of flooding, erosion and sedimentation shall be reduced by designing the site drainage system to accommodate the existing upstream storm runoff and to coordinate with existing downstream conditions. | As outlined in Section 4.9, Hydrology and Water Quality, of this EIR, impacts related to flooding, erosion and sedimentation and site drainage as a result of project implementation would be less than significant. Proposed site drainage would ensure flow on- and off-site would be adequately handled by existing and proposed drainage structures. | The project would be in conformance with this policy. |
| Policy 1.24M | The amount of impervious surfacing shall be limited and shall be designed to support the natural drainage system. | All homes would be developed on the southern portion of the project site, which has been previously disturbed and graded. The project would avoid the northernmost portion of the project site along the riparian corridor, preserving approximately 6.92 acres of the 16.78-acre project site as open space. The project would include stormwater treatment areas on site. The proposed private lots would primarily drain from the rear of each property away from the building and out to the front of each lot by a combination of sheet flow methods, swale grading and private storm drain piping. All proposed hardscape within the developed area of the project would be captured and routed to the best management practices. From there, an outlet pipe would then convey treated and detained runoff to the appropriate points of discharge from the property. As outlined in EIR Section 4.9, Hydrology and Water Quality, and 4.17, Utilities and Services Systems, impacts related to stormwater would be less than significant. | The project would be in conformance with this policy. |
| Policy 1.24N | Roadways shall be designed and located to avoid excessive cut and fill, surface disturbance and to respect the existing topography. | All development would occur on the southern portion of the project site, which has been previously disturbed and graded. Both entrances to the project site are located at the project frontage along Guajome Lake Road. The | The project would be in conformance with this policy. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

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| | | proposed single-family development would be connected by a private loop road within the project site. Guajome Lake Road would be improved the length of the property frontage, connecting to Albright Street. Road improvements would include 40-foot curb to curb improvements including a 5.5-foot-wide parkway and a 4.5-foot-wide sidewalk. The internal private road would be 28–32 feet wide with 5-foot-wide sidewalks. Circulation and emergency access drives have been designed in consultation with Oceanside Fire staff to provide 28-foot minimum widths with designated truck turnarounds and key staging areas throughout the project site. | |
| Policy 1.24O | Parking areas shall adapt to the topographic character of the site. | Parking would be provided throughout the project site in the form of driveways and garages. Please see response to Policy 1.24N | The project would be in conformance with this policy. |
| Policy 1.24P | Site disturbance shall be limited to the minimum area necessary as construction proceeds. | The disturbed area of the project site would be limited to the development area on the southern portion of the project site. Development of the project would improve Existing Conditions with enhanced landscaping on site and open space areas. | The project would be in conformance with this policy. |
| Policy 1.24Q | Groundcover shall be reestablished as early as possible as construction proceeds. | The first phase of construction would include grading of the development area. Groundcover for the proposed development of the structures and landscaping would occur at the earliest stage possible during construction, and re-vegetation of disturbed areas would occur. The project would implement a stormwater pollution prevention plan during construction to reduce sediment transport, in addition to other construction best management practices to reduce erosion. Proposed landscaping would be established on site in accordance with the | The project would be in conformance with this policy. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
|---|--|--|--|
| | | construction schedule outlined in Chapter 3 of this EIR. | |
| Coastal Zone Objective 1.32 | To provide for the conservation of the City's coastal resources and fulfill the requirements of the California Coastal Act of 1976. | The project would not be subject to California Coastal Commission review nor subject to the Oceanside Local Coastal Plan because it is not located in a coastal zone. | Not applicable. |
| Policy 1.32A | The City shall utilize the certified Local Coastal Plan and supporting documentation for review of all proposed projects within the Coastal Zone (Figure 3 of the Land Use Element). Specifically, the goals and policies of the Local Coastal Program Land Use Plan shall be the guiding policy review document. | Please see response to Objective 1.32 | Not applicable. |
| 2.7 Community Facilities Management Objective | To provide a consistent level of quality and affordable public services and facilities and to effectively manage development to ensure that a consistent service level is continued. | The proposed central park on site would comprise a culinary component featuring BBQs with picnic areas and a large lawn for social gatherings, a multi age tot-lot with shade pavilion, and a passive lawn space. A fitness loop stitches the different areas together providing a series of experiences along the way. Existing public services and existing utilities and service systems would be utilized by the project but would not be overburdened, as analyzed in Sections 4.13, Public Services, and 4.17, Utilities and Service Systems, of this EIR. | The project would be in conformance with this objective. |
| Communities Facilities Management Policy A | Capital improvement impact fees shall be collected at the time a building permit is issued and should consist of four components: 1) a fee based on share of citywide capital improvement expansion and replacement needs represented by the proposed development; 2) a fee to cover additional construction and replacement of capital improvements | Prior to the issuance of the building permits, the project applicant would pay all required development fees to the approval of the City. | The project would be in conformance with this policy. |

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| | directly serving the proposed development; 3) fees must be adequate to cover the full cost of non-citywide facilities serving the development (neighborhood parks, fire, and paramedic facilities), including a reserve for replacement costs; 4) In addition, fees must cover new construction and replacement of citywide facilities. | | |
| Grading and Excavations Policy A | Investigation and evaluation of currently affected areas will indicate the measures to be included, such as the following measures: 1) Keep grading to a minimum, leave vegetation and soils undisturbed wherever possible; 2) plant bare slopes and cleared areas with appropriate vegetation immediately after grading; 3) chemically treat soils to increase stability and resistance to erosion; 4) install retaining structures where appropriate; 5) construct drainage systems to direct and control rate of surface runoff; 6) construct silt traps and settling basins in drainage systems; 7) construct weirs and check dams on streams. | The recommended grading and geological measures have been incorporated into the project design; see Section 4.6 of this EIR, Geology and Soils. | The project would be in conformance with this policy. |
| Housing Element | | | |
| Goal 1 | Produce opportunities for decent and affordable housing for all of Oceanside's citizens. | The proposed residential development would introduce 83 new single-family homes to the City, 4 of which would be reserved for affordable/low-income residences. The project would include open space and landscaping. The number of bedrooms would range from 3-5 bedrooms. | The project would be in conformance with this policy. |
| Policy 1.3 | Promote a high, stable rate of homeownership in Oceanside | The proposed residential development would include a total of 83-single family homes that | The project would not be in |

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| | | would increase the opportunity for homeownership within the City. Of the 83 homes, 4 would be dedicated to affordable/low-income residents. | conformance with this policy. |
| Goal 2 | <p>Encourage the development of a variety of housing opportunities, with special emphasis on providing:</p> <ul style="list-style-type: none"> • A broad range of housing types, with varied levels of amenities and number of bedrooms. • Sufficient rental stock for all segments of the community, including families with children. • Housing that meets the special needs of the elderly, homeless, farm workers, and persons with disabilities, and those with developmental disabilities. • Housing that meets the needs of large families. | Please see response to Goal 1. | The project would be in conformance with this policy. |
| Policy 2.1 | Designate land for a variety of residential densities sufficient to meet the housing needs for a variety of household sizes and income levels, with higher densities being focused in the vicinity of transit stops, smart growth focus areas, and in proximity to significant concentrations of employment opportunities. | Please see response to Goal 1. The project site is not located in proximity to a transit stop. | The project would be in conformance with this policy. |
| Goal 3 | Protect, encourage, and provide housing opportunities for persons of low and moderate income. | Please see response to Goal 1. | The project would be in conformance with this policy. |
| Policy 3.5 | Encourage the development of housing for low- and moderate-income households in areas with adequate access to employment opportunities, community facilities, and public services. | Please see response to Goal 1 and Policy 2.1. In addition to providing four low-income homes, the project is adjacent to Guajome Regional Park, which would be accessible to future residents. | The project would be in conformance with this policy. |

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| Policy 3.7 | Encourage the disbursement of lower and moderate income housing opportunities throughout all areas of the City. | Please see response to Goal 1. | The project would be in conformance with this policy. |
| Policy 3.8 | Encourage inclusionary housing to be built on or off-site for new housing projects rather than pay in-lieu fee. | The project would provide 5% of the units as affordable to very-low-income households and would pay the remaining 5% of the City's 10% Inclusionary Housing obligation through an in-lieu fee. | The project would be in conformance with this policy. |
| Recreational Trails Element | | | |
| Goal 8 | An interconnected network of pedestrian facilities within the City, linking recreational and other destinations. | Road improvements would include 40-foot curb to curb improvements including a 5.5-foot-wide parkway and a 4.5-foot-wide sidewalk. Pedestrian access within the site would be provided by 5-foot-wide sidewalks along the internal private loop. Sidewalks would also be constructed along the project frontage. Immediately adjacent to the project site is Guajome Regional Park, which includes multiple different trails. Santa Fe Trail is located approximately 0.22 miles east of the site off of Guajome Lake Road to the south. | The project would be in conformance with this goal. |
| Objective 8.2 | Continue to require pedestrian oriented trails and amenities in parks, new developments, and commercial centers. Encourage the inclusion of greenbelts and common open space for pedestrian use in residential development. Prioritize sidewalk construction in areas where sidewalks are missing as part of the City's Capital Improvement Budget. | See response to Goal 8. The project would include pedestrian pathways throughout the project site to promote connectivity and provide access to common open space and recreational amenities within the project site. | The project would be in conformance with this objective. |
| Objective 8.3 | Continue to construct sidewalks on all streets as improvements occur. Sidewalks should be adequately maintained and kept clear of obstructions. Landscaped walking corridors | Please see response to Goal 8. | The project would be in conformance with this objective. |

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| | should be encouraged in new development through use of meandering sidewalks, linear larks, greenbelts, and similar elements. | | |
| Objective 8.7 | Provide access for the handicapped, elderly, and visually and hearing impaired to all public buildings, parks, and trails in accordance with State law and the Americans with Disabilities Act. | On-site pedestrian circulation network would be built in compliance with the Americans with Disabilities Act and would not be designed in such a way to prevent access from handicapped, elderly, or impaired persons. | The project would be in conformance with this objective. |
| Public Safety Element | | | |
| Public Safety Element Goal | Take the action necessary to ensure an acceptable level of public safety for prevention and reduction of loss of life and personal property of the citizens of Oceanside. | <p>The project includes the following features that would improve safety at the project site:</p> <ul style="list-style-type: none"> Retaining walls along the project frontage that would help minimize intrusion onto the project site Road and sidewalk improvements would also increase safety along the project frontage. Street lighting throughout the project site Two ingress/ egress points | The project would be in conformance with this goal. |
| Seismic and Geologic Hazard Objective 1 | Consider seismic and geologic hazards when making land use decisions particularly in regard to critical structures. | The Preliminary Geotechnical Investigation (Appendix G) includes project design recommendations pursuant to California Building Code and the City of Oceanside Grading Ordinance. The project would be required to comply with the recommendations of the Geotechnical Report as a condition of approval. These recommendations are specified in Appendix G, Section 5. In summary, the recommendations pertain to earthwork, foundations and slab design, lateral earth pressures and retaining wall design, geochemical considerations, concrete flatwork, preliminary pavement design, infiltration best management practices, control of groundwater | The project would be in conformance with this objective. |

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| | | and surface waters, construction observation, and plan review. | |
| Seismic and Geologic Hazard Objective 2 | Minimize the risk of occupancy of all structures from seismic and geologic occurrences. | See response to Seismic and Geologic Hazard Objective 1 above. | The project would be in conformance with this objective. |
| Seismic and Geologic Hazard Objective 3 | Provide to the public all available information about existing seismic and geologic conditions. | The existing seismic and geologic conditions are provided in the geotechnical reports prepared for the project site and are further discussed in Section 4.6, Geology and Soils, of this EIR. | The project would be in conformance with this objective. |
| Circulation Element | | | |
| Long Range Policy Direction | | | |
| Goal 1 | A multimodal transportation system, which allows for the efficient and safe movement of all people and goods, and which meets current demands and future needs of the population and projected land uses with minimal impact to the environment. | Both entrances to the project site are located at the project frontage along Guajome Lake Road. The proposed single-family development would be connected by a private loop road within the project site. Guajome Lake Road would be improved the length of the property frontage, connecting to Albright Street. Road improvements would include 40-foot curb to curb improvements including a 5.5-foot-wide parkway and a 4.5-foot-wide sidewalk. The internal private road would be 28–32 feet wide with 5-foot-wide sidewalks. Circulation and emergency access drives have been designed in consultation with Oceanside Fire staff to provide 28-foot minimum widths with designated truck turnarounds and key staging areas throughout the project site. | The project would be in conformance with this goal. |
| Goal 2 | Alternative modes of transportation to reduce the dependence on the automobile. | Pedestrian access within the site would be provided by 5-foot-wide sidewalks along the internal private loop. Sidewalks would also be constructed along the project frontage. Immediately adjacent to the project site is Guajome Regional Park, which includes multiple different trails. Santa Fe Trail is located approximately 0.22 mile east | The project would be in conformance with this goal. |

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| | | of the site off of Guajome Lake Road to the south, which would be accessible from the project site via walking or bike. Additionally, the project site is provided transit service with the Melrose Drive station via the North County Transit District Sprinter, which is located approximately 1.75 miles south of the project site. Service available from this Sprinter station includes the BREEZE Route 318. Bus stops are located along North Santa Fe Avenue, south of Guajome Regional Park. | |
| Goal 3 | Alternative transportation strategies designed to reduce traffic volumes and improve traffic flow. | See response to Goal 2. | The project would be in conformance with this goal. |
| Goal 4 | A citywide transportation system that integrates with the regional transportation system. | See response to Goal 1 and 2. | The project would be in conformance with this goal. |
| Goal 5 | A multimodal transportation system that creates a balance with preserving community values and maintaining public acceptance. | See response to Goals 1 and 2. | The project would be in conformance with this goal. |
| Objective i. | Implement a circulation system that provide a high level of mobility, efficiency, access, safety, and environmental consideration that accommodates all modes of travel such as vehicular, truck, transit, bicycle, pedestrian, and rail. | See response to Goals 1 and 2. | The project would be in conformance with this objective. |
| Policy 2.4 | The City's circulation system shall promote efficient intra- and inter-city travel with minimum disruption to established and planned residential neighborhoods. | See response to Goal 2. | The project would be in conformance with this policy. |
| Policy 2.5 | The City will strive to incorporate complete streets throughout the Oceanside transportation network which | See response to Goals 1 and 2. | The project would be in conformance with this policy. |

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| | are designed and constructed to serve all users of streets, roads, and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or using transit. | | |
| Master Transportation Roadway Plan | | | |
| Goal 1 | A transportation network that supports safe and efficient travel for all modes of transportation. | See response to Long Range Policy Direction Goals 1 and 2. | The project would be in conformance with this goal. |
| Objective i. | Aim for an acceptable level of service (LOS) D or better on all Circulation Element roadways on an average daily basis and at intersections during the AM and PM peak periods. | As discussed in Section 4.15 of this EIR, pedestrian, bicycle, transit, and traffic study elements were analyzed based on the City of Oceanside Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, August 2020 (Traffic Guidelines) (Appendix K, Draft Local Transportation Assessment [LTA]). The LTA analyzed four scenarios, which included Existing, Existing Plus Project, Near Term, and Near Term Plus Project. The LTA determined that the project would not result in traffic impacts as defined in the Traffic Guidelines. Therefore, no off-site improvements are recommended. Nonetheless, as part of the project, Guajome Lake Road would be paved and realigned along the project frontage, and additional road improvements would be implemented as discussed above. The project would be required to implement a traffic management plan to ensure proper emergency access to the project site and surrounding area during project construction as a condition of approval. The project is consistent with the City's adopted General Plan and is calculated to generate 830 average daily trips through implementation of the project, which is less than the | The project would be in conformance with this objective. |

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| | | 1,000 average daily trips threshold for further vehicle miles traveled analysis (Appendix L, Draft Vehicle Miles Traveled Analysis). | |
| Objective ii. | Ensure that all streets within the City achieve the City's mobility goals and design standards as highlighted throughout [Chapter 3 of the Circulation Element]. | The project would be reviewed by the City staff, the Fire Department, and Planning Commission to ensure that all Oceanside -required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc. | The project would be in conformance with this objective. |
| Policy 3.3 | All streets within the City shall be designed in accordance with the adopted City of Oceanside design standards. Typical cross-sections and design criteria for the various street classifications are shown in the City Engineers Design and Processing Manual. | See response to Objective ii. | The project would be in conformance with this policy. |
| Policy 3.4 | <p>The City may permit construction of private streets within individual development projects, provided that:</p> <p>They are designed geometrically and structurally to meet City standards.</p> <p>Only project occupants are served.</p> <p>All emergency vehicle access requirements are satisfied.</p> <p>The streets do not provide direct through route between public streets.</p> <p>The Homeowners Association and/or property owners provide an acceptable program for financing regular street maintenance.</p> | Both entrances to the project site are located at the project frontage along Guajome Lake Road. The proposed single-family development would be connected by a private loop road within the project site. Guajome Lake Road would be improved the length of the property frontage, connecting to Albright Street. Road improvements would include 40-foot curb to curb improvements including a 5.5-foot-wide parkway and a 4.5-foot-wide sidewalk. The internal private road would be 28–32 feet wide with 5-foot-wide sidewalks. Circulation and emergency access drives have been designed in consultation with Oceanside Fire staff to provide 28-foot minimum widths with designated truck turnarounds and key staging areas throughout the project site. | The project would be in conformance with this policy. |

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| Policy 3.6 | <p>The City shall institute street access guidelines consistent with the street classifications. These shall be applied where feasible to all new developments. The following guidelines shall be used to define appropriate access:</p> <p>The City shall prohibit driveway access to prime arterials.</p> <p>Driveway access to major arterials shall not be permitted unless there is no other reasonable means of access to the public street system. Where access to major arterials or secondary collectors must be allowed, it shall be limited through the use of medians and/or access controls to maintain street capacity.</p> <p>Along major arterials, access spacing shall be a standard distance of 1,200 feet or more. Under special circumstances this distance may be reduced to a minimum of 600 feet where access is limited to right-in and right-out only. The above measurements shall be made from the ends of curb returns.</p> <p>Along secondary collectors, the corresponding access spacing shall be 600 feet for the standard distance and a minimum of 300 feet for special circumstances where access is limited to right-in and right-out only. The above measurements shall be made from the ends of curb returns.</p> | See response to Objective ii and Policy 3.4. | The project would be in conformance with this policy. |
| Policy 3.9 | The City shall review all project applications and reduce or eliminate residential driveways on all collector and busier | See response to Policies 3.4 and 3.6. The project does not propose access or driveways on high collector or busier streets. | The project would be in conformance with this policy. |

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| | streets. Access to commercial projects shall be designed to meet the City's standards and limited to the extent feasible. The City shall routinely review existing collector and higher streets to determine, as feasible, the closing, combining, or relocation of existing driveways. | Additionally, the project would be reviewed by the Planning Commission and Oceanside's traffic engineer to ensure that all Oceanside -required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc. | |
| Policy 3.10 | The City shall require dedication and improvement of necessary rights-of-way along Master Transportation Roadway Plan streets. This usually will occur in fulfillment of a condition of approval for a tentative map or as a condition of approval for a building permit, whichever occurs first. | The project is located off Guajome Lake Road, which is not classified as major arterial roadways in the City's Master Transportation Plan. The project would be reviewed by the Planning Commission and Oceanside's traffic engineer to ensure that all Oceanside -required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc. | The project would be in conformance with this policy. |
| Policy 3.11 | The City shall assure that each addition to the circulation system is a useable link on the total system and that new routes and links are coordinated with existing routes to ensure that each new and existing roadway continues to function as it was intended. | See response to Objectives ii. and iii. | The project would be in conformance with this policy. |
| Policy 3.12 | The City shall require or provide adequate traffic safety measures on all new and existing roadways. These measures may include, but are not limited to, appropriate levels of maintenance, proper street design, traffic control devices (signs, signals, and striping), street lighting, and coordination with the school | See response to Policy 3.4. | The project would be in conformance with this policy. |

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| | districts to provide school crossing signs and protection. | | |
| Policy 3.14 | The City shall, where feasible, interconnect traffic signals to form area networks or corridor systems. These systems shall be timed to facilitate the flow of through traffic on the arterial system, thus enhancing movement of vehicles and goods through the City, while reducing fuel consumption and air pollution. | See response to Policy 3.6. | The project would be in conformance with this policy. |
| Policy 3.15 | 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 pre-permit collection, such fees may be imposed through creation of assessment districts. | The project would be subject to fair share fees to be paid by the project applicant. These fees would be assessed by the City and applicable districts and collected before development permits are issued. | The project would be in conformance with this policy. |
| Policy 3.20 | If the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet the LOS [level of service] D threshold, or if it creates safety hazards, the proposed development shall be required to make necessary off-site improvements. Such improvements may be eligible for reimbursement from collected impact fees. In some cases, the development may have to wait until financing for required off-site improvements is available. In other cases where development would result in unavoidable impacts, the appropriate findings of overriding consideration will be required to allow temporary undesirable levels of service. | The project would not cause congestion on major streets. As related to transportation, the project would not create a safety hazard. Section 4.15, Traffic and Circulation, of the EIR concludes that project impacts related to traffic and circulation would be less than significant. Additionally, as described in the project description, the proposed single-family development would be connected by a private loop road within the project site. Guajome Lake Road would be improved the length of the property frontage, connecting to Albright Street. Road improvements would include 40-foot curb to curb improvements including a 5.5-foot-wide parkway and a 4.5-foot-wide sidewalk. The internal private road would be 28–32 feet wide with 5-foot-wide sidewalks. Circulation and | The project would be in conformance with this policy. |

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| | | emergency access drives have been designed in consultation with Oceanside Fire staff to provide 28-foot minimum widths with designated truck turnarounds and key staging areas throughout the project site. | |
| Policy 3.21 | The City shall require that those responsible for street improvements replant, replace, or install new landscaping pursuant to existing City policy along all new roadways or on those that have been redesigned and reconstructed. | Guajome Lake Road would be improved the length of the property frontage, connecting to Albright Street. A variety of vegetation would be featured along the boundaries of the project site deriving influence from Guajome Regional Park. The layered retaining walls will be softened by vegetation creating a welcoming environment from the street. Landscaping would also be featured adjacent to public rights-of-ways. | The project would be in conformance with this policy. |
| Transportation Demand Management | | | |
| Goal 1 | Support programs that encourage increased vehicle occupancies and trip reduction in order for residents to enjoy the quality of life that currently exists in Oceanside. | See response to Long Range Policy Direction Goals 1 and 2. Although the project does not directly support programs that encourage increased vehicle occupancy, pedestrians and bicyclists would be able to access the project site from existing infrastructure and proposed roadway and sidewalk improvements. | The project would be in conformance with this goal. |
| Objective i. | Move more people in fewer vehicles while providing high quality modes of transportation. | See response to Goal 1. | The project would be in conformance with this objective. |
| Objective ii. | Maintain high quality transportation services which cater to the needs of all residents, regardless of age, income, or physical ability. | See response to Goal 1. | The project would be in conformance with this objective. |
| Objective iii. | Encourage alternative modes of transportation through TDM [Transportation Demand Management] practices such as transit, walking, bicycling, and teleworking especially during peak travel periods. | See response to Goal 1. | The project would be in conformance with this objective. |

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| Policy 4.1 | The City shall encourage the reduction of vehicle miles traveled, reduction of the total number of daily and peak hour vehicle trips and provide better utilization of the circulation system through development and implementation of TDM [Transportation Demand Management] strategies. These may include, but not limited to, implementation of peak hour trip reduction, encourage staggered work hours, telework programs, increased development of employment centers where transit usage is highly viable, encouragement of ridesharing options in the public and private sector, provision for park-and-ride facilities adjacent to the regional transportation system, and provision for transit subsidies. | See response to Goal 1 and Long-Range Policy Direction Goals 1 and 2. | The project would be in conformance with this policy. |
| Policy 4.4 | The City shall support parking policies that increase the cost of parking and/or reduce the supply of off-street parking to encourage drivers to consider using alternative modes of transportation or carpool/vanpool opportunities where transit facilities are available. | The project would provide single-family residences that would each include a two-car garage and driveway for two additional cars. Roadway and sidewalk improvements would allow for better bike and pedestrian access. | The project would be in conformance with this policy. |
| Policy 4.6 | The City shall encourage new developments to provide on-site facilities such as showers, lockers, carpool stalls, and bicycle racks. | The project includes residential development; therefore, many of these facilities would be provided within each unit. | The project would be in conformance with this policy. |
| Public Transit and Rail Policies and Guidelines | | | |
| Goal 1 | Support the increased use and availability of transit and rail service to encourage a multimodal transportation network in Oceanside. | See response to Long Range Policy Direction Goal 2. The project would include on site improvements to the proposed circulation network that would support the proposed project operations. Pedestrian and road | The project would be in conformance with this goal. |

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| | | improvements would be implemented to facilitate efficient flow of traffic and the safe and effective passage of pedestrians and cyclists. The project site is provided transit service via the North County Transit District, which operates the Melrose Drive Sprinter station, located approximately 1.75 miles south of the project site. Service available from this Sprinter station includes the BREEZE Route 318. Bus stops are located along North Santa Fe Avenue, south of Guajome Regional Park. | |
| Objective ii. | Support the development, improvement, expansion, and increased ridership of transit within the City, including the development of new forms of transit and transit technologies as they become available. | See response to Goal 1. Although the project would not directly develop, improve, expand, or increase transit ridership, it would be located in the vicinity of existing transit lines, which would be available to new residents. | The project would be in conformance with this objective. |
| Objective iii. | Support Mixed-Use developments in transit focus areas and transit-oriented developments. | See response to Goal 1. | The project would be in conformance with this objective. |
| Policy 5.2 | The City shall require developers to construct, where appropriate, transit facilities when their development is on a transit service route including bus stop amenities to include lighted shelters, benches, and route information signs (where appropriate) through coordination with NCTD [North County Transit District]. | Although the project does not include the construction of transit facilities, it would be located within the vicinity of existing transit networks, as described in Goal 1. | The project would be in conformance with this policy. |
| Pedestrian Facilities | | | |
| Goal 1 | Develop and maintain a safe pedestrian network that is free of barriers and hazards; that has sufficient lighting, signs, signals, street crossings, and buffers from vehicular traffic in order to create a sense of | Pedestrian access within the site would be provided by 5-foot-wide sidewalks along the internal private loop. Sidewalks would also be constructed along the project frontage. Road improvements would include 40-foot curb to curb | The project would be in conformance with this goal. |

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| | security for the pedestrian. Utilize corrective measures through engineering, education, and enforcement. | improvements including a 5.5-foot-wide parkway and a 4.5-foot-wide sidewalk. | |
| Goal 3 | Develop a complete pedestrian network that provides continuous and convenient access to transit, employment centers, retail, neighborhoods, schools, beaches, parks, public places, and other essential pedestrian destinations. | As described under Goal 1, pedestrian access within the site would be provided by 5-foot sidewalks along the internal private loop. Sidewalks would also be constructed along the project frontage. Additionally, immediately adjacent to the project site is Guajome Regional Park, which includes multiple different trails. Santa Fe Trail is located approximately 0.22 miles east of the site off of Guajome Lake Road to the south. | The project would be in conformance with this goal. |
| Goal 4 | Ensure that pedestrian facilities meet local, state, and federal access requirements. Utilize “Universal Access” principles that go beyond the minimum standards, since all pedestrians benefit from this approach. | On-site pedestrian circulation network and sidewalk improvements would be built in compliance with the Americans with Disabilities Act and would not be designed in such a way to prevent access from handicapped, elderly, or impaired persons. | The project would be in conformance with this goal. |
| Objective i. | Support projects, improvements, and programs that create a safer pedestrian walking environment. | See responses to Goals 1, 3, and 4. | The project would be in conformance with this objective. |
| Objective ii. | Encourage development patterns that promote walking and increase connectivity. | See response to Goal 3. | The project would be in conformance with this objective. |
| Objective iv. | Promote accessibility and mobility for all people including children, disabled, and the elderly. | See response to Goal 4. | The project would be in conformance with this objective. |
| Policy 7.2 | The City shall encourage pedestrian facility improvements such as signs, signals, streets crossings, and proper lighting especially in areas where there is high pedestrian activity and/or safety issues. | See response to Goal 1. | The project would be in conformance with this policy. |

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| Policy 7.7 | The City shall require the construction of a minimum five-foot wide sidewalk in all new developments and street improvements but will encourage sidewalk widths that go beyond the minimum five-foot ADA [Americans with Disabilities Act] standards in areas with high pedestrian activity. | See response to Goals 3 and 4. | The project would be in conformance with this policy. |
| Policy 7.8 | The City shall encourage the inclusion of public walkways, open space, or trails for pedestrian usage in large, private developments. | See response to Goals 1 and 3. | The project would be in conformance with this policy. |
| Policy 7.10 | The City shall require all new developments to provide universal access (meaning access for all ages or persons with disabilities). | See response to Goal 4. | The project would be in conformance with this policy. |
| Environmental Resource Management Element | | | |
| Water Objective 2 | Investigate sources of local water supplies to reduce dependence on imported water. | The City purchases the majority of its water supply from the San Diego County Water Authority. The project would comply with the General Plan and zoning code; therefore, water demand of the project has been considered in the City and regional water supply documents that are based on the buildout of the City. See Section 4.17, Utilities and Service Systems. | The project would be in conformance with this Objective. |
| Water Objective 3 | Minimize pollution of water supplies, including lakes, rivers, streams, lagoons, and groundwater. | The project would be required to prepare a project-specific stormwater pollution prevention plan during construction to reduce sediment transport, in addition to other construction best management practices to further reduce erosion and runoff. A project stormwater quality management plan was also prepared to address the project's operational impacts to water quality and the potential pollutants of concern. These measures and plans are fully | The project would be in conformance with this objective. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
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| | | described in Section 4.9, Hydrology and Water Quality. Project impacts related to water quality were determined to be less than significant. | |
| Soil, Erosion and Drainage Objective 1 | Consider appropriate engineering and land use planning techniques to mitigate rapid weathering of the rocks, soil erosion, and the siltation of the lagoons. | As discussed in detail in Sections 4.6, Geology and Soils, and 4.9, Hydrology and Water Quality, impacts related to soil erosion and siltation would be less than significant. | The project would be in conformance with this objective. |
| Vegetation and Wildlife Habitats Objective 1 | Conserve and enhance vegetation and wildlife habitats, especially areas of rare, endangered, or threatened species. | As outlined in Chapter 3, the project would avoid the northernmost portion of the project site along the riparian corridor, preserving approximately 6.92 acres of the 16.78-acre project site as open space. Additionally, the project would implement mitigation measures to reduce potential direct and indirect impacts to biological resources, as outlined in Section 4.3 of this EIR. | The project would be in conformance with this objective. |
| Recreation and Scenic Areas Objective 1 | Plan adequate recreation facilities based on existing recreation standards and criteria established by the appropriate agencies as contained in the other elements of the General Plan. | The proposed project would include 35,151 square feet of private recreational and amenity area within the development. Additionally, each proposed residence would include a private front and rear yard. The City requires 300 square feet of open space per unit; the project would create approximately 423 square feet of open space per residence in addition to the private open space provided for each lot. Although the project would potentially increase the utilization of existing parks and recreational facilities within the City; it is determined that the combination of proposed open space amenities on site, existing park and recreational facilities in the area, and proposed future recreational facilities within the City would adequately serve future residents of the project site. Additionally, the project developer | The project would be in conformance with this objective. |

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| | | would be responsible for applicable developer and park impact fees. Such fees for new residential development within the City go toward facilities such as (but not limited to) parks, public facilities, and schools. Furthermore, the increase of approximately 233 people at the project site has been accounted for in the City's General Plan. | |
| Community Facilities Element | | | |
| Long Range Policy Direction Objective | To ensure that adequate public facilities and services are provided to serve existing and future residential, commercial, and industrial development throughout the City of Oceanside. | The project would cause an increase of approximately 233 residents at the site. Potential impacts to public facilities would not be significant as analyzed in Section 4.13 of this EIR. Furthermore, payment of development impact fees, as applicable, in accordance with Municipal Code Sections 32B and 32C would address the need for additional public services generated by new development. | The project would be in conformance with this objective. |
| Policy 0.3 | The City shall strive to manage community growth so that public facilities and services to current residents of the community will not be adversely impacts by new development. | Project impacts to public facilities are discussed in Section 4.13, Public Services, of this EIR. The project would be required to pay public facilities impact fees based on the impact fee schedule in effect at the time of issuance of a building permit. Fees collected are to be used to fund public service capital improvements, the need for which is attributable to the proposed development. Payment of the required public facility fees would ensure impacts to future public facilities would be less than significant. | The project would be in conformance with this policy. |
| Policy 0.6 | The City shall strive to establish control over the quality, distribution, and rate of growth of the City in order to: a) preserve the character of the community; b) protect the | The project would develop 83 single-family residential units on a primarily vacant lot that is surrounded by a residential and open space uses. In addition, the proposed residential development | The project would be in conformance with this policy. |

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| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
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| | open space of the City; f) ensure the balanced development of the City; g) prevent future significant deterioration in the local air quality; h) ensure that traffic demands do not exceed the capacity of the streets; j) ensure that the City does not grow in a manner that places a severe strain on the local freeway system; k) ensure the adequacy of fire and police protection; l) ensure adequate water and sanitary sewage systems; m) ensure adequate stormwater management systems. (The following subcomponents of this policy did not apply to the proposed project: c, d, e, and i). | <p>would be consistent with the General Plan land use designation. Relevant subcomponents of Policy 0.6 would be addressed as follows.</p> <ul style="list-style-type: none"> a. The project would be consistent with the surrounding residential development. b. The project would make available open space amenities to its residents. f. The project would provide market-rate and low-income housing stock for the City. g. As discussed in Section 4.2, Air Quality, project air quality impacts would be less than significant with mitigation incorporated. h. As discussed in Section 4.15, the project would not result in any significant impacts related to traffic and circulation j. The proposed residential development would not place a severe strain on the local freeway system. k. The project's site plan has been reviewed by the Oceanside fire and police protection services to ensure the availability of services. l. As discussed in Section 4.17, Utilities and Services Systems, no expansion of existing water and sewage facilities would be required beyond the construction of on-site connections. m. As discussed in Section 4.9, Hydrology and Water Quality, although there would be an overall increase in runoff (due to increased impervious surface) from the project site due to project development, the Drainage Study calculates and anticipates no adverse impact as a result of the proposed development. | |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
|--|--|---|--|
| Fire Department Facilities Objective | To protect the health, safety , and welfare of Oceanside residents and property through the provision of adequate fire protection and emergency medical services to all residences, businesses, and public facilities within the City; to identify and mitigate potential hazards to the community; and to prepare for, respond to, and aid in the recovery from emergencies related to fire, explosion, hazardous materials, rescue, and medical problems as well as natural disasters such as earthquakes, floods, and storms. | The potential impacts to the project site as a result of natural disasters and hazardous materials are discussed in Sections 4.6, Geology and Soils, 4.8, Hazards, and 4.18, Wildfire. It was determined that the potential for emergencies related to natural disasters, hazardous materials, and wildfire to occur within the project site would be less than significant. | The project would be in conformance with this objective. |
| Fire Department Facilities Policy 3.10 | In order to minimize fire hazards, the Oceanside Fire Department shall be involved in the review of development applications. Consideration shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations, and Needed Fire Flow requirements. | The current site plan has been approved by the Oceanside Fire Department as meeting the applicable fire requirements. All final plans will be subject to review by City Fire. | The project would be in conformance with this policy. |
| Fire Department Facilities Policy 3.11 | Development proposals within designated high fire hazard areas shall include plans for mitigation of potential grass and brush fires. These plans shall address the need for life safety automatic fire sprinkler systems, water availability, secondary emergency access routes, construction requirements, and landscaping around structures. | The project's location is in an area statutorily designated as a Non-Very High Hazard Severity Zone by CAL FIRE. Due to existing development in the vicinity, the area surrounding the project site is relatively flat and does not feature factors that would exacerbate wildfire risks. The preliminary site plans and emergency access for the project have been reviewed by the Oceanside Fire Department and would be in compliance with the applicable Fire Code. | The project would be in conformance with this policy. |
| Sanitary Sewer Policy 5.4 | New development shall be responsible for on-site facility improvements required by that development. | The Wastewater Division provides wastewater collection, treatment, and disposal services of sewage for the City in accordance with applicable laws and standards. The | The project would be in conformance with this policy. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
|---------------------------|---|--|---|
| | | existing public sewer system consists of 8-inch-diameter sewer lines in Old Ranch Road and Hitching Post Drive. The sewer in Hitching Post Drive continues northwest to a 15-inch trunk sewer in Highway 76. The closest existing public sewer to the project site is approximately 2,000 feet away. All on-site sewer facilities for the project are proposed to be private. Each home within the project site would have its own sewer lateral. The project would require a private sewer lift station to deliver flows to the existing 8-inch public sewer line in Old Ranch Road. | |
| Sanitary Sewer Policy 5.5 | The sanitary sewer system shall be designed to allow for full development of each service area at the intensity proposed by the Land Use Element of the General Plan. | Please see response to Sanitary Sewer Policy 5.4 | The project would be in conformance with this policy. |
| Water Supply Policy 5.11 | New development shall be responsible for on-site water facilities improvements required by that development. | Development of the project includes construction of adequately sized on-site water facilities. | The project would be in conformance with this policy. |
| Water Supply Policy 5.12 | The water supply and distribution system shall be designed to allow for development of each service area at the intensity proposed by the Land Use Element of the General Plan. | Potable water is currently provided by the City's Water Utilities Department. The project is situated in the central northern portion of the City in an area served by the Talone 320 Pressure Zone. The nearest existing 320 Pressure Zone public water lines in the vicinity of the project are a 10-inch and a 12-inch water line in Guajome Lake Road southwest of the project and an 8-inch water line at the intersection of Melrose Drive and Spur Avenue to the northeast of the project. The public water system within the project site would be connected to the existing 12-inch public water line in Guajome Lake Road. Internal to the project, the water system would consist of 8-inch piping. | The project would be in conformance with this policy. |

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| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
|---|--|---|---|
| Stormwater Management System Policy 6.2 | All new development in the City of Oceanside shall pay drainage impact fees to defray that development's proportionate share of drainage facilities serving the basin where the new development is located. | Storm drain systems and connections would be designed to collect on-site runoff and convey it through the project site into existing drainage and proposed facilities. No expansion of drainage facilities would occur beyond what is required on site. The project applicant would be required to comply with all required City fees related to drainage for residential projects. | The project would be in conformance with this policy. |
| Policy 6.4 | To the degree that is economically feasible and consistent with sound engineering practices and maintenance criteria, the City shall discourage disruption of the natural landform and encourage the maximum use of natural drainage ways in new development. Non-structural flood protection methods, which avoid major construction programs such as channels and favor vegetative measures to protect and stabilized land areas, should be considered as an alternative to constructing concrete channels where feasible. | All development would occur on the southern portion of the project site, which has been previously disturbed and graded. The project would include stormwater treatment areas on site. The proposed private lots would primarily drain from the rear of each property away from the building and out to the front of each lot by a combination of sheet flow methods, swale grading and private storm drain piping. All proposed hardscape within the developed area of the project would be captured and routed to the best management practices. From there, an outlet pipe would then convey treated and detained runoff to the appropriate points of discharge from the property. As analyzed in Sections 4.9 and 4.17 of this EIR, the project would not result in impacts related to stormwater drainage. | The project would be in conformance with this policy. |
| Policy 6.7 | The City shall require appropriate and sufficient screening, fencing, landscaping, open space setbacks, or other permanent mitigation or buffering measures between drainage way corridors and adjacent and surrounding land uses. The employed measures shall be of sufficient scope to minimize, to the maximum | The proposed project was assessed to ensure consistency with the Oceanside Subarea Plan by reviewing the applicable Subarea Plan standards against the proposed project. Per Section 5.2.4 of the Subarea Plan (City of Oceanside 2010), a 50-foot-wide buffer biological buffer and 50-foot-wide planning buffer (total width of both equals 100 feet) are recommended from the southern edge of the | The project would be in conformance with this policy. |

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| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
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| | extent possible, negative impacts to adjacent surrounding land uses from the particular drainage way corridor. | <p>riparian forest and southern willow riparian forest. The proposed project would result in the loss of 0.66 acres of the biological buffer and 1.59 acres of the planning buffer for a total of 2.25 acres. Although the Subarea Plan is not currently adopted, the City encourages applicants to adhere to the Subarea Plan to the extent feasible, including no-net loss of wetlands and the preservation of adequate buffers. Although the project would not provide the full 100-foot-wide buffer, project development has been sited to ensure all direct impacts to wetlands/riparian areas are eliminated. The northern portion of the project site overlaps with a hardline preserve zone as defined within the Subarea Plan (as shown in Figure 3 of Appendix C, the Biological Technical Report). Development of the proposed project would overlap with 0.03 acres of the proposed Subarea Plan preserve because of grading. Another 0.50 acres of the proposed Subarea Plan preserve overlaps with the two fuel modification zones. The proposed project would modify the current proposed preserve boundary to conform with the site design, preserving everything to the northeast of the proposed project and existing development as shown on Figure 8 in Appendix C. The design of the project would ensure that the general location, acreage, and vegetation originally planned for preservation in the Subarea Plan would remain with implementation of the proposed project.</p> | |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
|--|---|---|---|
| Circulation System Policy 12.5 | Private land developers will continue to be responsible for constructing adjacent and internal Arterial Streets, Collector Streets, and Local Streets necessary to provide access and internal service to their subdivisions in a manner consistent with City standards. Developers will be required to contribute to and correct off-site impacts for local streets, collectors, and arterials to ensure and maintain a smooth, functional, and safe circulation system. | As described in the project description, the proposed single-family development would be connected by a private loop road within the project site. Guajome Lake Road would be improved the length of the property frontage, connecting to Albright Street. Road improvements would include 40-foot curb to curb improvements including a 5.5-foot-wide parkway and a 4.5-foot-wide sidewalk. The internal private road would be 28–32 feet wide with 5-foot-wide sidewalks. Circulation and emergency access drives have been designed in consultation with Oceanside Fire staff to provide 28-foot minimum widths with designated truck turnarounds and key staging areas throughout the project site. | The project would be in conformance with this policy. |
| Community Facilities Financing Policy 14.1 | All new development shall pay its proportionate share of the costs of the public facilities necessitated by that development through payment of impact fees for roads, parks and recreation, stormwater management, police service, fire protection and emergency services, City administrative space and City corporation yard, and library services, and payment of connection fees for water and wastewater service. | The project applicant would pay all applicable fees required as part of the development process; such fees include but are not limited to fair-share circulation network improvement fees and public facility fee requirements as applicable and determined by the City. | The project would be in conformance with this policy. |
| Noise Element | | | |
| Policy 1 | Noise levels shall not be so loud as to cause danger to public health in all zones except manufacturing zones where noise levels may be greater. | As described in Section 4.11, Noise, of this EIR, project related construction and operation noise would not exceed the noise thresholds analyzed in the Noise Report prepared for the project (Appendix I). | The project would be in conformance with this policy. |
| Policy 2 | Noise shall be controlled at the source where possible. | See Noise Element Policy 1. | The project would be in conformance with this policy. |

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| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
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| Policy 3 | Noise shall be intercepted by barriers or dissipated by space where the source cannot be controlled. | See Noise Element Policy 1. | The project would be in conformance with this policy. |
| Policy 4 | Noise shall be reduced from structures by the use of soundproofing where other controls fail or are impractical. | See Noise Element Policy 1. | The project would be in conformance with this policy. |
| Policy 5 | Noise levels shall be considered in the approval of any projects or activities, public or private, which requires a permit or other approval from the City. | See Noise Element Policy 1. | The project would be in conformance with this policy. |
| Recommendation 2 | In order to measure noise levels, a noise meter must be acquired. This meter is necessary to identify and measure noise sources and noise levels. | See Noise Element Policy 1. | The project would be in conformance with this recommendation. |
| Recommendation 4 | Truck traffic on residential streets should be prohibited for all vehicles over two tons in weight. This recommendation is based upon complaints from residents subjected to severe noise and disruptions caused by heavy trucks using residential streets not designated for that purpose. (Oceanside currently has no streets prohibited to trucks in excess of certain weight.) | Construction equipment, including trucks, would be required during construction of the project. However, such equipment would remain on site and would not result in traffic in the surrounding neighborhoods. During project operation, no large trucks would be associated with the residential land use. | The project would be in conformance with this recommendation. |
| Recommendation 5 | Land uses in the City of Oceanside should be planned in order to ensure that residential areas will not be impacted by noise. Approval of any project in the City where the health of future residents or occupants may be adversely affected by noise associated with the site should be taken to reduce or abate the noise effects or should be denied approval and recommended for an alternative site | See Noise Element Policy 1. | The project would be in conformance with this recommendation. |

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| | (example- a new rest home or hospital should not be constructed in areas subjected to noise levels 65 dBA or higher). | | |
| Hazardous Waste Management Element | | | |
| Pollution Prevention, Hazardous Waste Reduction Goal | The goal of the City of Oceanside is the prevention of pollution of the City's air, water, and soil by hazardous materials and hazardous waste to the greatest extent possible. In the context of this City HWME. | As discussed in Section 4.2, Air Quality, the project would not result in substantial air pollutant concentrations that would otherwise present a public health hazard after inclusion of proposed mitigation. In addition, as outlined in Section 4.9, Hydrology and Water Quality, standard best management practices included in the stormwater pollution prevention plan required of the project by the Construction General Permit and associated hazardous materials handling protocols would be prepared and implemented to ensure the safe storage, handling, transport, use, and disposal of all hazardous materials during the construction phase of the project. Once project construction is complete, the transport, use, or disposal of hazardous materials during the operational phase of the project would be limited to residential and commercial cleaning products, landscaping chemicals and fertilizers, and other substances associated with residential uses that are required to comply with all federal, state, and local laws regulating the management and use of hazardous materials. Overall, hazardous materials release would be minimized, and impacts are determined to be less than significant. | The project would be in conformance with this goal. |
| Method A, Method B, Method C, | A. The reduction or elimination of the manufacture and use of hazardous materials in | The project would be required to comply with the current federal, state, and local policies regarding the use, transport, storage, | The project would be in conformance with these methods. |

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| Method D, Method E, Method F, Method G, Method J. | <p>order to reduce risks to human health and the environment;</p> <p>B. The reduction of elimination of the generation or production of hazards materials (including wastes);</p> <p>C. The use of safer substitutes for hazardous materials;</p> <p>D. The recycling of hazardous materials whenever possible;</p> <p>E. The prevention and elimination of releases of hazardous materials into all media (air, water and land);</p> <p>F. The alteration or modification of manufacturing practices and/or processes to reduce or eliminate the use of hazardous materials and resulting hazardous wastes;</p> <p>G. The improvement of industrial, commercial, and residential housekeeping practices to eliminate or reduce the quantity or toxicity of hazardous materials and wastes;</p> <p>H. The implementation of practices and/or processes that encourage the on-site treatment through recycling of hazardous.</p> | handling, and disposal of hazardous materials. As outlined in Sections 4.8, Hazards and 4.17, Utilities and Service Systems, project impacts related to hazards and hazardous materials, and solid waste would be less than significant. | |
| Method K | Notwithstanding the requirements on large generators of hazardous waste pursuant to SB [Senate Bill] 14 (Roberti, 1989), the "Hazardous Waste Source Reduction and Management | Please refer to response to Methods A through J above. | The project would be in conformance with this method. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
|--|---|--|---|
| | Act of 1989” Health and Safety Code Section 25244.12 et seq., all users of reportable quantities of hazardous materials shall file a source reduction plan with the appropriate outside agencies and the City of Oceanside at the time of Business License application. All users of reportable quantities of hazardous materials shall also file regular reports on the implementation of the source reduction plan as required by the City and any other agency. A review of specified source reduction measures may be conducted by the City or other designated agency. | | |
| Strategies for Meeting Prevention and Minimization Goals | The City of Oceanside shall work with the San Diego County Hazardous Materials Management Division (“HMMD”) in the implementation of its policies and procedures, including those now being developed to implement the provisions of the Hazardous Waste Source Reduction and Management Review Act of 1989. This law is intended to assist hazardous waste generators to reduce hazardous waste. Health and Safety Code Section 25244.12 et seq. requires generators to conduct source evaluation reviews and implement source reduction plans, to specify source reduction measures, and to implement the plans and file performance reports concerning the outcome with various agencies. This Act requires and specifies the following requirements for | Please refer to response to Methods A through J above. The project would comply with all applicable federal, state, and local laws regarding the use, handling, transport, storage, and disposal of hazardous waste. The project, during both the construction and operational phases, would not be considered a generator of substantial hazardous waste. | The project would be in conformance with these goals. |

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
|---|--|---|---|
| | generators of hazardous wastes: a) A hazardous Waste Reduction Plan and a Plan Summary; b) a Hazardous Waste Management Performance report and a Report Summary documenting hazardous waste management approaches implemented by the generator. | | |
| Energy and Climate Action Element (ECAE) | | | |
| Goal ECAE-1a | The Oceanside Community Will Significantly Reduce Its Dependence on Fossil Fuels | The project would include sustainability design features to reduce potential energy and water usage, promote pedestrian and bicycle travel, and reduce potential greenhouse gas emissions. The proposed sustainability features include: <ul style="list-style-type: none"> ▪ Solar photovoltaic electricity system ▪ Compliance with Title 24 energy efficiency standards. ▪ Drought-tolerant landscaping and water efficient irrigation system | The project would be in conformance with this goal. |
| Policy ECAE-1a-1 | Incentivize the installation of photovoltaic solar systems in existing development, through community outreach and education, permit streamlining, and support of creative financing programs | Each home would be provided with a solar system to meet 50% of forecasted electricity demand. | The project would be in conformance with this policy. |
| 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. | See response to Policy ECAE-1a-1. | The project would be in conformance with this policy. |
| Policy ECAE-1b-3 | In dedicating resources to energy efficiency and conservation in the residential sector, prioritize lower-income households that may lack the financial means to invest in | See response to Policy ECAE-1a-1. | The project would be in conformance with this policy. |

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| | retrofitting and/or other means of reducing energy use. | | |
| Policy ECAE-1b-4 | Assist lower-income households in accessing financial incentives for energy efficiency and renewable power upgrades. | See response to Policy ECAE-1b-3. | The project would be in conformance with this policy. |
| Goal ECAE-1c | The City Will Encourage Energy Efficiency and Conservation in New Development | See response to Goal ECAE-1a. The project would comply with Title 24 energy efficiency standards and use energy efficient appliances and lighting. | The project would be in conformance with this goal. |
| Policy ECAE-1c-2 | Encourage passive solar building design in new development. | Each home would be provided with a solar system to meet 50% of forecasted electricity demand. | The project would be in conformance with this policy. |
| Policy ECAE-1c-7 | As an alternative to natural gas, encourage building electrification, including electric heat pump appliances, space heaters, and water heaters. | See response to Goal ECAE-1a. The project would comply with Title 24 energy efficiency standards and use energy efficient appliances. | The project would be in conformance with this policy. |
| 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. | The project site is not directly served by public transit. However, North County Transit District operates the Melrose Drive Sprinter station, located approximately 1.75 miles south of the project site. Service available from this Sprinter station includes the BREEZE Route 318. Bus stops are located along North Santa Fe Avenue, south of Guajome Regional Park. Roadway and sidewalk improvements proposed by the project would also make the project site more accessible by foot and by bike. | The project would be in conformance with this policy. |
| Goal ECAE-4a | The City Will Be Among The Most Water Efficient Local Jurisdictions In the San Diego Region | As discussed in the response to Goal ECAE-1a, the project and proposed residential development would utilize low-flow water fixtures and appliances. The project would also plant drought-tolerant landscaping and water efficient irrigation system. | The project would be in conformance with this goal. |

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| Policy Number | Policy Text | Consistency Analysis | Conformance/ Nonconformance |
|------------------|--|---|---|
| Goal ECAE-5a | By 2035, The City Will Expand Its Tree Canopy To At Least 25% Coverage citywide. | The proposed landscape plans include trees throughout the project site as shown on Figure 3-5, Conceptual Landscape Plan. | The project would be in conformance with this goal. |
| Policy ECAE-5a-6 | Prioritize street tree planting in lower-income neighborhoods. | As discussed in Goal ECAE-5a, new trees would be planted as part of the project, which includes four new low-income residences. | The project would be in conformance with this policy. |

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4.11 Noise

This section describes the existing noise setting of the project site, identifies associated regulatory requirements, and evaluates potential impacts related to implementation of the Guajome Lake Homes Project (project or proposed project). Dudek completed on-site short-term sound measurements as part of the Noise Technical Report prepared for the project to describe the ambient noise environment and used noise predictive models to quantify noise levels from project construction, on-site mechanical equipment operation, and project off-site traffic noise contributions. Sound level measurement results and predictive noise modeling data are included in the Noise Technical Report, included as Appendix J of this environmental impact report (EIR).

4.11.1 Existing Conditions

Methodology

Noise Characteristics and Descriptors

Sound is mechanical energy transmitted by pressure waves in a compressible medium, such as air. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired. The sound-pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The unit of measurement of sound pressure is a decibel (dB). Under controlled conditions in an acoustics laboratory, the trained, healthy human ear is able to discern changes in sound levels of 1 dB when exposed to steady, single-frequency signals in the mid-frequency range. Outside such controlled conditions, the trained ear can detect changes of 2 dB in normal environmental noise. It is widely accepted that the average healthy ear, however, can barely perceive noise level changes of 3 dB. A change of 5 dB is readily perceptible, and a change of 10 dB is perceived as twice or half as loud. A doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g., doubling the number of daily trips along a given road) would result in a barely perceptible change in sound level.

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

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

L_{eq} is a dB quantity that represents the constant or energy-averaged value equivalent to the amount of variable sound energy received by a receptor during a time interval. For example, a 1-hour L_{eq} measurement of 60 dBA would represent the average amount of energy contained in all the noise that occurred in that hour. L_{eq} is an effective noise descriptor because of its ability to assess the total time-varying effects of noise on sensitive receptors, which can then be compared to an established L_{eq} standard or threshold of the same duration. Another descriptor is maximum sound level (L_{max}), which is the greatest sound level measured during a designated time interval or event. The minimum sound level (L_{min}) is often called the “floor” of a measurement period.

Unlike the L_{eq} , L_{max} , and L_{min} metrics, L_{dn} and CNEL descriptors always represent 24-hour periods and differ from a 24-hour L_{eq} value because they apply a time-weighted factor designed to emphasize noise events that occur during the non-daytime hours (when speech and sleep disturbance is of more concern). “Time-weighted” refers to the fact that L_{dn} and CNEL penalize noise that occurs during certain sensitive periods. In the case of CNEL, noise occurring during the daytime (7:00 a.m. to 7:00 p.m.) receives no penalty. Noise during the evening (7:00 p.m. to 10:00 p.m.) is penalized by adding 5 dB, and nighttime (10:00 p.m. to 7:00 a.m.) noise is penalized by adding 10 dB. L_{dn} differs from CNEL in that the daytime period is longer (defined instead as 7:00 a.m. to 10:00 p.m.), thus eliminating the dB adjustment for the evening period. L_{dn} and CNEL are the predominant criteria used to measure roadway noise affecting residential receptors. These two metrics generally differ from one another by no more than 0.5 to 1 dB and are often considered or actually defined as being essentially equivalent by many jurisdictions.

Vibration Fundamentals

Vibration is oscillatory movement of mass (typically a solid) over time. It is described in terms of frequency and amplitude and, unlike sound, can be expressed as displacement, velocity, or acceleration. For environmental studies, vibration is often studied as a velocity that, akin to the discussion of sound pressure levels, can also be expressed in dB as a way to cast a large range of quantities into a more convenient scale. Vibration impacts to buildings are generally discussed in terms of inches per second (ips) peak particle velocity (ppv), which will be used herein to discuss vibration levels for ease of reading and comparison with relevant standards. Vibration can also be annoying and thereby impact occupants of structures, and vibration of sufficient amplitude can disrupt sensitive equipment and processes, such as those involving the use of electron microscopes and lithography equipment. Common sources of vibration within communities include construction activities and railroads. Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jackhammering, and demolition-related activities where sudden releases of subterranean energy or powerful impacts of tools on hard materials occur. Depending on their distances to a sensitive receptor, operation of large bulldozers, graders, loaded dump trucks, or other heavy construction equipment and vehicles on a construction site also have the potential to cause high vibration amplitudes. The maximum vibration level standard used by the California Department of Transportation (Caltrans) for the prevention of structural damage to typical residential buildings is 0.3 ips ppv (Caltrans 2020).

Effect of Noise

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

Ambient Noise Survey

Sound pressure level measurements were conducted within the project site on July 14, 2022, to quantify and characterize the existing outdoor noise levels. Table 4.11-1 provides the location, date, and time at which these baseline noise level measurements were taken. The sound pressure level measurements were performed by an attending Dudek field investigator using a Rion NL-52 sound level meter equipped with a 0.5-inch, pre-polarized condenser microphone with pre-amplifier. The sound level meter meets the current American National Standards Institute standard for a Type 1 (Precision Grade) sound level meter. The accuracy of the sound level meter was

verified using a field calibrator before and after the measurements, and the measurements were conducted with the microphone positioned approximately 5 feet above the ground.

Two short-term noise level measurement locations (ST1–ST2) that represent existing noise-sensitive receivers were selected on and near the proposed project site. These locations are depicted as receivers ST1–ST2 on Figure 3, Noise Measurement Locations, in Appendix J to this EIR. The measured L_{eq} and L_{max} noise levels are provided in Table 3. The primary noise sources at the sites identified in Table 3 consisted of traffic along adjacent roadways, aircraft and helicopter noise, the sounds of leaves rustling, and birdsong. As shown in Table 4.11-1, the measured Sound Pressure Level ranged from approximately 41.2 dBA L_{eq} at ST1 to 45.4 dBA L_{eq} at ST2.

Table 4.11-1. Measured Baseline Outdoor Ambient Noise Levels

| Site | Location/Address | Date/Time | L_{eq} (dBA) | L_{max} (dBA) |
|------|---------------------------|--------------------------------------|----------------|-----------------|
| ST1 | Western property boundary | 07/14/2022, 09:50 a.m. to 10:05 a.m. | 41.2 | 47.4 |
| ST2 | Eastern property boundary | 07/14/2022, 10:15 a.m. to 10:30 a.m. | 45.4 | 60.7 |

Source: Appendix J, Noise Technical Report.

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

4.11.2 Regulatory Setting

Federal

Federal Transit Administration

In its Transit Noise and Vibration Impact Assessment guidance manual, the Federal Transit Administration (FTA) recommends a daytime construction noise level threshold of 80 dBA L_{eq} over an 8-hour period when detailed construction noise assessments are performed to evaluate potential impacts to community residences surrounding a project (FTA 2018). Although this FTA guidance is not a regulation, it can serve as a quantified standard in the absence of such limits at the state and local jurisdictional levels.

State

California Code of Regulations, Title 24

Title 24 of the California Code of Regulations sets standards that new development in California must meet. According to Title 24, interior noise levels are not to exceed 45 dBA CNEL for new multifamily residences, hotels, and other attached residences.

Title 24 also requires that an interior acoustical study demonstrating that interior noise levels due to exterior sources will be less than or equal to 45 dBA CNEL be performed for affected multifamily structures and hotels that are exposed to exterior noise levels in excess of 60 dBA CNEL.

California Department of Health Services Guidelines

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

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

California Department of Transportation

In its Transportation and Construction Vibration Guidance Manual, Caltrans recommends a vibration velocity threshold of 0.2 ips ppv for assessing annoying vibration impacts to occupants of residential structures. Although this Caltrans guidance is not a regulation, it can serve as a quantified standard in the absence of such limits at the local jurisdictional level. Similarly, thresholds to assess building damage risk due to construction vibration vary with the type of structure and its fragility but tend to range between 0.2 ips and 0.3 ips ppv for typical residential structures, relative to older or historic structures and contemporary construction, respectively (Caltrans 2020).

Local

City of Oceanside General Plan Noise Element

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

1. It should be unlawful for any person within any residential zone of 500' therefrom to operate any pile driver, power shovel, pneumatic, power hoist, or other construction equipment between 8 PM and 7 AM generating an ambient noise levels of 50 dBA at any property line, unless an emergency exists.
2. It should be unlawful for any person to operate any construction equipment at a level in excess of 85 dBA at 100' from the source.
3. It should be unlawful for any person to engage in construction activities between 6 PM and 7 AM when such activities exceed the ambient noise level by 5 dBA. A special permit may be granted by the Director of Public Works if extenuating circumstances exist.

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

The Oceanside Noise Element outlines general goals, objectives, and noise policies as follows:

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

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

Policies:

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

The City’s Noise Element establishes a policy for exterior sensitive areas to be protected from high noise levels. The Noise Element sets 65 dBA CNEL for the outdoor areas and interior noise levels of less than 45 dBA CNEL as the “normally acceptable” level.

For interior noise, the Noise Element also establishes 45 dBA CNEL as the maximum acceptable level for habitable rooms when exterior noise levels are 60 dBA CNEL or more. If windows and doors are required to be closed to meet this standard, then mechanical ventilation (i.e., air conditioning) shall be included in the project design.

City of Oceanside Noise Control Ordinance

Chapter 38 of the Oceanside Municipal Code governs operational noise and contains the maximum 1-hour average sound levels for various land uses for operational noise (Table 4.11-2) generated by sources within or affecting each land use zone. The Noise Ordinance sets an allowed level for single-family and medium-density residential areas to 50 dBA Leq from 7:00 a.m. to 9:59 p.m. and 45 dBA Leq from 10:00 p.m. to 6:59 a.m. High-density residential areas are limited to 55 dBA Leq from 7:00 a.m. to 9:59 p.m. and 50 dBA Leq from 10:00 p.m. to 6:59 a.m. In commercial zones, noise generation is limited to 65 dBA Leq from 7:00 a.m. to 9:59 p.m. and 60 dBA Leq from 10:00 p.m. to 6:59 a.m. Where two land use zones abut one another, the more restrictive noise limit is enforced along the common boundary between the two land uses.

Table 4.11-2. City of Oceanside Exterior Noise Standards

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

Table 4.11-2. City of Oceanside Exterior Noise Standards

| Zone | Applicable Limit (decibels) ^a | Time Period |
|------------|--|---|
| Industrial | 70 65 | 7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m. |
| Downtown | 65 55 | 7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m. |

Source: Appendix J, Noise Technical Report.

Note:

^a 1-hour average sound level.

Construction activities are subject to Chapter 38 (Noise Control), Section 17(h) of the Oceanside Municipal Code, which specifically prohibits the operation of any pneumatic or air hammer, pile driver, steam shovel, derrick, steam or electric hoist, parking lot cleaning equipment, or other appliance, the use of which is attended by loud or unusual noise, between the hours of 10:00 p.m. and 7:00 a.m.

Section 38.16 prohibits nuisance noise: It is unlawful for any person to make, continue, or cause to be made or continued within the limits of the City any disturbing, excessive, or offensive noise that causes discomfort or annoyance to reasonable persons of normal sensitivity.

City of Oceanside Engineers Design and Processing Manual

Construction noise in the City is governed by the City Engineers Design and Processing Manual (Engineering Manual). Construction is normally limited to the hours between 7:00 a.m. and 6:00 p.m., Monday through Friday. However, Saturday construction is allowed by permit. More specifically, the Engineering Manual states the following on pages 139 and 159 (City of Oceanside 1992):

Grading Plan Design Notes (Note 20)

All operations conducted on the premises, including the warming up, repair, arrival, departure, or running of trucks, earthmoving equipment, construction equipment, and any other associated equipment shall be limited to the period between 7:00 a.m. and 6:00 p.m. each day, Monday through Friday, and no earthmoving or grading operations shall be conducted on the premises on Saturdays, Sundays or legal holidays, unless waived by the City Engineer.

Pre-Construction Requirements

1. Hours of Operation: 7:00 am to 6:00 p.m. M-F; including equipment warm-up.

Saturday Operation: Requires filing a permit by 2:30 p.m. on the preceding Thursday.

4.11.3 Thresholds of Significance

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

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

- b. Result in generation of excessive groundborne vibration or groundborne noise levels.
- c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would expose people residing or working in the project area to excessive noise levels.

This analysis uses the following standards to evaluate potential noise and vibration impacts.

- **Construction noise** – Although Chapter 38 of the Oceanside Municipal Code does not quantify a threshold for allowable construction noise, the City’s General Plan allows noise from construction equipment operation to be as high as 85 dBA at 100 feet from the source. Applying the principles of sound propagation for a point-type source, this level means 91 dBA at 50 feet, which is greater than the maximum sound levels of most operating construction equipment and would thus imply all but the loudest construction activities (e.g., pile driving) could be compliant with this standard. However, the apparent proximity of existing residential receptors to the east of the proposed project site suggests that source-to-receiver distances could be as short as 20 feet (between the edge of parking lot construction and adjacent yard area). Additionally, most construction equipment and vehicles on a project site do not operate continuously. Therefore, consistent with the FTA guidance mentioned in Section 4.11.2, Regulatory Setting, this analysis will use 80 dBA L_{eq} over an 8-hour period as the construction noise impact criterion during daytime hours (7:00 a.m. to 6:00 p.m.). If construction work were to occur outside these hours, the impact threshold would align with the City’s General Plan requirement during such hours: no more than a 5 dBA increase over existing ambient noise levels.
- **Off-site project-attributed transportation noise** – For purposes of this analysis, a direct roadway noise impact would be considered significant if increases in roadway traffic noise levels attributed to the proposed project were greater than 3 dBA CNEL at an existing noise-sensitive land use.
- **Off-site project-attributed stationary noise** – For purposes of this analysis, a noise impact would be considered significant if noise from typical operation of heating, ventilation, and air conditioning and other electromechanical systems associated with the proposed project exceeded 50 dBA hourly L_{eq} at the property line from 7:00 a.m. to 9:59 p.m., and 45 dBA hourly L_{eq} from 10:00 p.m. to 6:59 a.m. Note that these are the City’s thresholds for the industrial zones that characterize the proposed project site and its adjoining lands east and west.
- **Construction vibration** – Guidance from Caltrans indicates that a vibration velocity level of 0.2 ips ppv received at a structure would be considered annoying by occupants within. As for the receiving structure itself, aforementioned Caltrans guidance from Section 4.11.2 recommends that a vibration level of 0.3 ips ppv would represent the threshold for building damage risk to an older residential structure.

4.11.4 Impacts Analysis

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

Short-Term Construction Noise

Construction noise and vibration are temporary phenomena, with emission levels varying from hour to hour and day to day, depending on the equipment in use, the operations performed, and the distance between the source and receptor. Equipment that would be in use during construction would include, in part, graders, backhoes, rubber-tired dozers, loaders, cranes, forklifts, pavers, rollers, and air compressors. The

typical maximum noise levels at a distance of 50 feet from various pieces of construction equipment and activities anticipated for use on the proposed project site are presented in Table 4.11-3. Note that the equipment noise levels presented in Table 4.11-3 are maximum noise levels. Usually, construction equipment operates in alternating cycles of full power and low power, producing average noise levels over time that are less than the maximum noise level. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of construction activities during that time.

Table 4.11-3. Typical Construction Equipment Maximum Noise Levels

| Equipment Type | Typical Equipment (L_{\max} , dBA at 50 feet) |
|------------------------------------|--|
| All other equipment > 5 horsepower | 85 |
| Backhoe | 78 |
| Compressor (air) | 78 |
| Crane | 81 |
| Dozer | 82 |
| Excavator | 81 |
| Flatbed truck | 74 |
| Front end loader | 79 |
| Generator | 72 |
| Grader | 85 |
| Man lift | 75 |
| Paver | 77 |
| Roller | 80 |
| Scraper | 84 |
| Welder/Torch | 73 |

Source: Appendix J, Noise Technical Report.

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

Aggregate noise emission from proposed project construction activities, broken down by sequential phase, was predicted at two evaluation distances to the nearest existing noise-sensitive receptor: (1) from the nearest position of the construction site boundary; and (2) from the geographic center of the construction site, which serves as the time-averaged location or geographic “acoustical centroid” of active construction equipment for the phase under study. The intent of the former distance is to help evaluate anticipated construction noise from a limited quantity of equipment or vehicle activity expected to be at the boundary for some period of time, which would be most appropriate for phases such as site preparation, grading, and paving. The latter distance is used in a manner similar to the general assessment technique as described in the FTA guidance for construction noise assessment when the location of individual equipment for a given construction phase is uncertain over some extent of (or the entirety of) the construction site area. In this studied scenario, because of the equipment location uncertainty, all the equipment for a construction phase is assumed to operate—on average—from the acoustical centroid position. Table 4.11-4 summarizes these two distances to the apparent closest noise-sensitive receptor for each of the five sequential construction phases. At the site boundary, this analysis assumes that up to only one piece of equipment of each listed type per phase will be involved in the construction activity for a limited portion of the 8-hour period. In other words, at such proximity, the operating equipment cannot “stack” or crowd the vicinity and still operate. For the acoustical centroid case, which intends to be a geographic average position for all

equipment during the indicated phase, this analysis assumes that the equipment may be operating up to all 8 hours per day.

Table 4.11-4. Estimated Distances between Construction Activities and the Nearest Noise-Sensitive Receptors

| Construction Phase (and Equipment Types Involved) | Distance from Nearest Noise-Sensitive Receptor to Construction Site Boundary (feet) | Distance from Nearest Noise-Sensitive Receptor to Acoustical Centroid of Site (feet) |
|---|---|--|
| Site preparation (dozer, backhoe) | 40 | 200 |
| Grading (excavator, grader, dozer, scraper backhoe) | 40 | 200 |
| Building construction (crane, man-lift, generator, backhoe, welder) | 40 | 200 |
| Paving (paver, roller, concrete mixer truck) | 40 | 200 |
| Architectural coating (compressor) | 40 | 200 |

Source: Appendix J, Noise Technical Report.

A Microsoft Excel-based noise prediction model emulating and using reference data from the Federal Highway Administration Roadway Construction Noise Model (FHWA 2008) was used to estimate construction noise levels at the nearest occupied noise-sensitive land use. This model incorporates information about equipment and hours of operations. It is anticipated that project construction activities would take place within the allowable construction hours of the City (7:00 a.m. and 6:00 p.m. Monday through Friday). Conservatively, no topographical or structural shielding was assumed in the modeling. The Roadway Construction Noise Model has default duty-cycle values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. The predicted construction noise levels per activity phase are displayed in Table 4.11-5 based on the project construction information input into the Roadway Construction Noise Model (FHWA 2008).

Table 4.11-5. Predicted Construction Noise Levels per Activity Phase

| Construction Phase (and Equipment Types Involved) | 8-Hour L_{eq} at Nearest Noise-Sensitive Receptor to Construction Site Boundary (dBA) | 8-Hour L_{eq} at Nearest Noise-Sensitive Receptor to Acoustical Centroid of Site (dBA) |
|---|---|--|
| Site preparation (dozer, backhoe) | 73.7 | 67.4 |
| Grading (excavator, grader, dozer, scraper backhoe) | 79.9 | 70.1 |
| Building construction (crane, man-lift, generator, backhoe, welder) | 72.5 | 65.2 |
| Paving (paver, roller, concrete mixer truck) | 70.8 | 63.6 |
| Architectural coating (compressor) | 68.3 | 58.1 |

Source: Appendix J, Noise Technical Report.

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

As presented in Table 4.11-5, the estimated construction noise levels are predicted to be as high as 80 dBA L_{eq} over an 8-hour period at the nearest existing residences (as close as 40 feet away) when grading activities take place near the western and eastern project boundaries. Although nearby off-site residences would be exposed to elevated construction noise levels, the increase to existing outdoor noise levels would typically be relatively short term. It is anticipated that construction activities associated with the proposed project would take place between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday. In compliance with the City Engineering Manual (City of Oceanside 1992), the applicant would obtain a permit for Saturday construction. In conclusion, daytime construction noise would not exceed the aforementioned FTA-guidance-based standard; therefore, temporary construction-related noise impacts would be **less than significant**.

Long-Term Operational Noise

Off-Site Traffic Noise Exposure

The proposed project would generate additional vehicle trips on local arterial roadways (i.e., Guajome Lake Road), which could result in increased traffic noise levels at adjacent noise-sensitive land uses. The project's Draft Local Transportation Assessment (Appendix K) predicted that the proposed project would create additional traffic along Guajome Lake Road and would add 830 total average daily trips adjacent to the project site.

According to Caltrans, a 3-dBA change in sound is the level at which humans generally begin to notice a barely perceptible change in sound, a 5-dBA change is generally readily perceptible, and a 10-dBA increase is perceived by most people as a doubling of the existing noise level (Caltrans 2013). Potential noise effects from vehicular traffic were assessed using the Federal Highway Administration's Traffic Noise Model version 2.5 (FHWA 2004). Information used in the model included the roadway geometry and traffic volumes and posted traffic speeds for the following conditions: existing (year 2022), existing plus project, near-term (opening day), and near-term (opening day) plus project. Noise levels were modeled at representative noise-sensitive receivers ST1 and ST2. The receivers were modeled to be 5 feet above the local ground elevation. The noise model results are summarized in Table 4.11-6. Based on results of the model, implementation of the proposed project would not result in readily perceptible increases in traffic noise.

Table 4.11-6. Roadway Traffic Noise Modeling Results

| Modeled Receiver No. | Existing (2022) Noise Level (dBA CNEL) | Existing with Project Noise Level (dBA CNEL) | Near-Term Noise Level (dBA CNEL) | Near-Term plus Project Noise Level (dBA CNEL) | Maximum Project-Related Noise Level Increase (dB) |
|----------------------|---|---|-------------------------------------|--|--|
| ST1 | 43.4 | 45.2 | 43.3 | 45.3 | 2.0 |
| ST2 | 47.8 | 49.9 | 47.8 | 49.9 | 2.1 |

Source: Appendix J, Noise Technical Report.

Notes: dBA = A-weighted decibel; CNEL = community noise equivalent level; dB = decibel; ST = short-term noise measurement locations.

Table 4.11-6 shows that at all four listed representative receivers, the addition of proposed project traffic to the roadway network would result in an increase in the CNEL of less than 3 dB, which is below the discernible level of change for the average healthy human ear. Thus, a less-than-significant impact is expected for proposed project-related off-site traffic noise increases affecting existing residences in the vicinity.

On-Site Traffic Interior Noise Exposure

Aside from exposure to aviation traffic noise, current CEQA noise-related guidelines at the state level do not require an assessment of exterior-to-interior noise intrusion, environmental noise exposure to occupants of newly created project residences, or environmental noise exposure to exterior nonresidential uses attributed to the development of the proposed project. Nevertheless, the Noise Element of the City’s General Plan (City of Oceanside 1974) and Section 1206.4 of the California Building Code require that interior background noise levels not exceed a CNEL of 45 dB within habitable rooms. The following predictive analysis of traffic noise exposure at the exteriors of occupied residences and outdoor living areas is provided below to assess compliance with the City’s General Plan and California Building Code.

In addition to the prediction results presented in Table 4.11-6, the FHWA Traffic Noise Model software was also used to predict the traffic noise levels at multiple on-site exterior areas for the near-term-with-project scenario, as listed in Table 4.11-7. These on-site modeled receptor locations include representative positions for the exteriors of positions of four of the proposed project building facades. Predicted exterior sound levels presented in Table 4.11-7 that are higher than 65 dBA CNEL indicate locations where an exterior-to-interior noise analysis should be performed for the proximate occupied residential unit.

Table 4.11-7. Future Ambient Noise Levels at Residential Facades

| Modeled Receptor | Noise Level (A-weighted CNEL) |
|------------------|-------------------------------|
| M1 | 48.9 |
| M2 | 49.5 |
| M3 | 50 |
| M4 | 50.5 |
| OS-1 | 37 |

Source: Appendix J, Noise Technical Report.

According to the proposed project site plan (Figure 3-3), there will be no habitable residential units having exterior noise exposures that exceed 65 dBA CNEL at the proposed project. Typically, with the windows open, building shells provide approximately 15 dB (i.e., an average of 12–18 dB [LCI 2024]) of exterior-to-interior noise reduction; with windows closed, residential construction generally provides a minimum of 25 dB attenuation (FHWA 2011). Therefore, rooms exposed to an exterior CNEL not greater than 60 dB would result in an interior background CNEL of 45 dB or less, even with open fenestration. Table 4.11-7 shows that all residential facades will be well below 60 dB CNEL and thus will not exceed a CNEL of 45 dB within habitable rooms.

On-Site Open Spaces

Shared outdoor project spaces such as open space (OS)-1 are expected to experience noise levels that are compliant with the City’s General Plan Noise Element guidance of 65 dBA CNEL for parks and playgrounds.

Stationary Noise Sources

The incorporation of new single-family homes and a mix of open space uses attributed to development of the proposed project would add a variety of noise-producing electromechanical equipment. Most of the noise-producing equipment or sound sources would be considered stationary, or limited in mobility to a defined

area. Using a Microsoft Excel-based outdoor sound propagation prediction model, project-attributed operational noise at nearby community receptors was predicted using several assumptions:

- Treatment of exposed at-grade air-cooled condensing units as point-type sound emission sources
- Point-source sound propagation (i.e., 6 dB per doubling distance) that conservatively ignores acoustical absorption from atmospheric and ground surface effects

Refer to Appendix J for quantitative details of the inputs and outputs that form the basis of this assessment. With respect to other exterior mechanical equipment, such sources are considered stationary and are evaluated below.

Residential Unit Heating, Ventilation, and Air Conditioning Noise

Each of the proposed project's residential units would include a split-system type air conditioning unit with a refrigeration condenser unit. It was assumed that each condenser unit has a Sound Pressure Level of 68 dBA at 3 feet, based on available data from a likely manufacturer (Carrier 2012), and the units would generally be installed at grade. Therefore, the closest existing noise-sensitive residential receptor to the west of the proposed project's western unit would be as close as 40 horizontal feet to the nearest of these condenser units. The predicted sound emission level from the combination of all operating condenser units as received by this off-site single-family home would be 45 dBA L_{eq} and thus would be compliant with the City's nighttime threshold of 45 dBA hourly L_{eq} . Under such conditions, noise impacts from the operation of residential air conditioning units would be **less than significant**.

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

Construction activities may expose persons to excessive groundborne vibration or groundborne noise, causing a potentially significant impact. Caltrans has collected groundborne vibration information related to construction activities. Information from Caltrans indicates that continuous vibration with a ppv of approximately 0.2 ips is considered annoying. Construction vibration, at sufficiently high levels, can also present a building damage risk; the Caltrans guidance limit for avoidance of damage to residential structures is of 0.2 to 0.3 ips (Caltrans 2020).

The estimated vibration velocity level would be 0.053 ips, and at this predicted ppv, the impact of vibration-induced annoyance to occupants of nearby existing homes would be less than significant.

Construction vibration, at sufficiently high levels, can also present a building damage risk. However, anticipated construction vibration associated with the proposed project would yield levels of 0.053 ips, which do not surpass the guidance limit of 0.3 ips ppv for building damage risk to older residential structures (Caltrans 2020). Because the predicted vibration level at 40 feet is less than this guidance limit, the risk of vibration damage to nearby structures is considered less than significant.

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

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

There are no private airstrips within the vicinity of the project site. The closest airport to the project site is the Oceanside Municipal Airport, approximately 4.9 miles southwest of the site. According to Oceanside Municipal Airport Land Use Compatibility Plan Exhibit IV-10, Compatibility Data Map: Noise, the project site is not located within a noise exposure of 60 dB CNEL and would therefore not expose people residing or working in the project area to excessive noise levels (San Diego County Airport Land Use Commission 2010). Impacts from aviation overflight noise exposure would be **less than significant**.

4.11.5 Mitigation Measures

No significant noise impacts were identified; thus, no mitigation measures are required.

4.11.6 Level of Significance After Mitigation

No significant impacts related to noise were identified; therefore, no mitigation measures are required. Impacts related to noise would be **less than significant**.

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4.12 Population and Housing

This section describes the existing population and housing in the City of Oceanside (City), identifies associated regulatory requirements, and evaluates potential population and housing impacts related to implementation of the Guajome Lake Homes Project (project or proposed project) on population and housing in the City.

4.12.1 Existing Conditions

The discussion herein provides background information regarding population and housing forecasts for the City based upon demographic information from the San Diego Association of Governments (SANDAG) and the City’s 2021–2029 Housing Element.

City of Oceanside

Population

The City is located in the northwestern-most part of San Diego County, which includes a total of 18 cities and unincorporated land and has a total population of 3,298,634 (USCB 2021). The City occupies approximately 42 square miles and had a population of 174,068 as of 2020 (USCB 2021). The City comprises approximately 5% of the population of San Diego County. Table 4.12-1 summarizes population growth within the City since 2000. As shown in Table 4.12-1, the City has maintained a relatively low level of population growth.

Table 4.12-1. Past Population Growth within Oceanside

| Year | Population | Change | Percent Change |
|------|------------|--------|----------------|
| 2000 | 160,905 | N/A | N/A |
| 2010 | 167,086 | 6,181 | 3.8 |
| 2015 | 175,691 | 8,605 | 5.2 |
| 2020 | 174,068 | -1,623 | -0.9 |

Source: USCB 2000, 2010, 2020.

Notes: N/A = not applicable.

SANDAG projects that population growth in the City will increase between 2016 and 2025 but will then slowly decrease back to the relatively low population growth that has been typical within the City during the last 20 years. SANDAG also forecasts the growth of jobs and housing, as shown in Table 4.12-2.

Table 4.12-2. Oceanside Regional Growth Forecast

| Factors | Years | | | |
|------------|---------|---------|---------|---------|
| | 2016 | 2025 | 2035 | 2050 |
| Population | 176,461 | 183,541 | 183,541 | 187,728 |
| Housing | 66,200 | 69,725 | 72,246 | 74,913 |
| Jobs | 44,898 | 46,379 | 52,286 | 56,767 |

Source: SANDAG 2024.

Housing

According to the California Department of Finance, the City had 66,283 housing units in January 2021. Table 4.12-3 provides a breakdown of housing units by type. The majority of the City's housing units are single-family residences, which comprises approximately 64% of the total housing units, reflecting the City's family-oriented population and suburban neighborhood character. Multifamily units make up approximately 31% of the total units, and mobile homes account for the remaining 5% of the City's total housing units.

Table 4.12-3. 2021 Housing Units in Oceanside by Type

| Unit Type | Total Units | |
|-------------------------|---------------|-------------|
| | Number | Percentage |
| Single-family detached | 34,674 | 50.8 |
| Single-family attached | 7,603 | 11.5 |
| Multifamily (2-4 units) | 5,854 | 8.8 |
| Multifamily (5+ units) | 14,872 | 22.4 |
| Mobile home | 3,280 | 4.9 |
| Total | 66,283 | 100* |

Source: California Department of Finance 2024.

Note:

* Totals may not sum due to rounding.

Housing tenure (owner versus renter) is an important indicator of the housing market. Communities need an adequate supply of units available both for renter and owner occupancy to accommodate a range of households with varying income, family size, composition, and lifestyle. Just over half of the housing units in the City are owner-occupied, with a total vacancy rate of 7% (City of Oceanside 2021). Per the City's Housing Element, the total housing growth need allocated to the City is 5,443 units. This total is distributed by income categories as follows: very low-1,268 units (23%); low-718 units (13%); moderate-883 units (16%); and above moderate-2,574 (47%).

State law requires quantification and analysis of existing and projected housing needs of extremely low income (ELI) households. ELI is defined as less than 30% of area median income. The 2020 area median income for San Diego County was approximately \$92,700. For ELI households, this results in an income of \$34,650 or less for a four-person household, when adjusted for high housing costs. Households with extremely low incomes have a variety of housing challenges and needs. According to U.S. Census Bureau American Community Survey estimates, there are approximately 8,970 ELI households in the City. Approximately 68% of ELI renter households had housing cost burden, and about 61% of ELI owners were cost burdened. Cost burden occurs when housing costs exceed 30% of gross household income. The projected housing need for ELI households is assumed to be 50% of the very-low-income regional housing need of 1,268 units. As a result, the City has a projected need for 634 ELI units (City of Oceanside 2021).

The current Regional Housing Needs Assessment (2020) identifies housing needs in each SANDAG jurisdiction and allocates a fair share of that need across the represented regional communities. The Regional Housing Needs Assessment indicates that the San Diego region needs to supply a total of 171,685 housing units for the planning period between 2021 and 2029 (SANDAG 2020). This total is distributed by income category, as shown in Table 4.12-4.

Table 4.12-4. San Diego Regional Housing Needs Assessment Allocation

| | Very Low | Low | Moderate | Above Moderate | Total |
|---------------------|----------|--------|----------|----------------|---------|
| Units needed | 42,332 | 26,627 | 29,734 | 72,992 | 171,685 |
| Percentage of total | 24.4% | 15.5% | 17.3% | 42.5% | 100.0% |

Source: SANDAG 2020.

The most recent Regional Housing Needs Assessment from SANDAG states that the City needs to build 5,443 units from 2021 through 2029 (SANDAG 2020). The City has a projected deficit of 1,268 very-low-income, 718 low-income, 883 moderate-income, and 2,574 above-moderate-income units (SANDAG 2020).

Employment

Employment and job growth have an influence on housing needs in the region and in the City. As shown in Table 4.12-5, about two-thirds of the population aged 16 and over were in the City's labor force in 2018.

Table 4.12-5. Labor Force in Oceanside

| Labor Force Status | Persons | Percentage |
|------------------------------|---------|------------|
| Population 16 years and over | 142,187 | 100% |
| In labor force | 91,921 | 65% |
| Civilian labor force | 89,501 | 63% |
| Employed | 83,950 | 59% |
| Unemployed | 5,551 | 4% |
| Armed Forces | 2,420 | 2% |
| Not in labor force | 50,266 | 35% |

Source: City of Oceanside 2021.

SANDAG's forecast of job growth for the City and the San Diego region from 2010 to 2050 estimates that the City's job growth is projected to be faster than growth projected in the San Diego region until 2035, at which point growth slows compared to the region. Although growth was projected to be 17% between 2010 and 2020, it is projected to slow to 10% between 2020 and 2035, and to only 2% between 2035 and 2050 (City of Oceanside 2021).

Project Site

The project site currently consists of one occupied single-family residence, and the site is surrounded by residential and open space uses. The project site has a General Plan land use designation of Single-Family Detached Residential (SFD-R) and a zoning designation of Single-Family Residential – Scenic Park Overlay and Equestrian Overlay (RS-SP-EQ).

As described in Chapter 3, Project Description, of this EIR, the project would apply for a waiver under the state Density Bonus Law. Under the Density Bonus Law, if a project is developed with 10 or more residences, no fewer than 10% of those residences must be designated as affordable, as defined by the state. Of the proposed 83 single-family residential units, 4 of the units (5%) would be affordable to very-low-income units. The applicant/developer would pay the remaining 5% of the City's 10% Inclusionary Housing obligation through an in-lieu fee alternative. The remaining 79 units would be considered market-rate units, which complies with the Density Bonus Law provisions

regarding affordable housing. Affordable units would be commensurate to the overall project in unit size, would be dispersed throughout the project, and would have access to all amenities available to the market-rate units.

4.12.2 Regulatory Setting

State

California Government Code Sections 65580–65590

State law mandates local communities plan for enough housing to meet projected growth in California. Article 10.6 of the California Government Code (Sections 65580–65590) requires each county and city to prepare a housing element as part of its General Plan. The housing element is one of seven state-mandated elements that every General Plan must contain, and it is required to be updated every 5 to 8 years and determined legally adequate by the state. The purpose of the housing element is to identify the community's housing needs; state the community's goals and objectives with regards to housing production, rehabilitation, and conservation to meet those needs; and define the policies and programs that the community will implement to achieve the stated goals and objectives.

California Government Code Section 65915

California Government Code Section 65915 includes requirements for local governments to provide incentives and a density increase bonus over the otherwise maximum allowable residential density under the City Municipal Code and the Land Use Element of the General Plan (or bonuses of equivalent financial value) when builders agree to construct housing developments with units affordable to lower- or moderate-income households.

The state has recently passed several bills that change the state Density Bonus Law, including but not limited to the following:

- Assembly Bill 1763 (Density Bonus for 100% Affordable Housing) – Density bonus and increased incentives for 100% affordable housing projects for lower-income households
- Senate Bill 1227 (Density Bonus for Student Housing) – Density bonus for student housing development for students enrolled full-time at a college; establishes prioritization for students experiencing homelessness
- Assembly Bill 2345 (Increase Maximum Allowable Density) – Revised the requirements for receiving concessions and incentives, and the maximum density bonus provided

Regional

San Diego Association of Governments

SANDAG is a public agency, composed of 18 cities and San Diego County, which builds strategic plans guiding the San Diego region in land use, growth, economics, and the environment. SANDAG also provides population and housing estimates for the region, which are based, in part, on local jurisdictional planning data; these estimates inform regional planning.

The SANDAG Regional Comprehensive Plan, adopted in 2004, provides a long-term planning framework for the San Diego region. The Regional Comprehensive Plan identified smart growth and sustainable development as important strategies to direct the region's future growth toward compact, mixed-use development in urbanized

communities that already have existing and planned infrastructure, and then toward connecting those communities with a variety of transportation choices.

In 2011, SANDAG approved the 2050 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS). This approval marked the first time SANDAG's RTP included an SCS, consistent with the Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill 375. This RTP/SCS provided a blueprint to improve mobility, preserve open space, and create communities, all with transportation choices to reduce greenhouse gas emissions and meet specific targets set by the California Air Resources Board, as required by the 2008 Sustainable Communities Act.

SANDAG is required by law to update its regional transportation plan every 4 years. In December 2021, SANDAG adopted the latest update to its RTP/SCS. SANDAG's 2021 RTP/SCS, known as the 2021 Regional Plan, builds upon SANDAG's 2019 RTP/SCS, known as the 2019 Federal Regional Transportation Plan.

The 2021 Regional Plan updates growth forecasts and is based on the most recent planning assumptions, including adopted land use plans, such as the City's General Plan, and other factors from the cities in the region and San Diego County. SANDAG's 2021 Regional Plan will change in response to the ongoing land use planning of the City and other jurisdictions. For example, the City's General Plan and other local General Plans may change based on General Plan amendments initiated by the jurisdiction or landowner applicants. The General Plan amendments may result in increases in development densities by amending the regional category designations or zoning classifications. Accordingly, the latest forecasts from the SANDAG RTP/SCS of future development in the San Diego region, including location, must be coordinated closely with each jurisdiction's ongoing land use planning because plans are not static, as recognized by the need for updates to SANDAG's RTP/SCS every 4 years.

San Diego Association of Governments Series 14 Regional Growth Forecast

The SANDAG Series 14 Regional Growth Forecast serves as the foundation for the 2021 Regional Plan and other planning documents across the region. This summary includes an overview of the regional demographic, economic, and housing trends expected over the next 34 years.

San Diego Association of Governments 6th Cycle Regional Housing Needs Assessment

State law requires that jurisdictions provide their fair share of regional housing needs. The California Department of Housing and Community Development is mandated to determine the statewide housing need. In cooperation with the Department of Housing and Community Development, local governments and councils of government are charged with determining a city's or region's existing and projected housing need as a share of the statewide housing need.

Local

City of Oceanside General Plan

The state requires that each city draft and adopt a comprehensive General Plan that provides guidance for the city's growth and development. As mandated by state law, the City adopted its 2021–2029 Housing Element in June 2021. It was certified by the California Department of Housing and Community Development on November 14, 2023, and re-adopted by City Council on September 13, 2023. The Housing Element is designed to provide development guidance for housing by facilitating the development of a variety of housing types, appropriately

removing housing restraints, enhancing existing residential neighborhoods, promoting equal housing opportunities, and encouraging new housing growth patterns within the City until April 15, 2029 (City of Oceanside 2021).

The City's Density Bonus Ordinance was revised in the spring of 2012 to comply with the provisions of Senate Bill 1818, which facilitated higher density for developments that provided affordable housing. The City encourages density bonus development as an option for new developments. On May 8, 2019, and August 10, 2022, the City approved updates to zoning regulations to comply with revisions to the state Density Bonus Law. The 2021–2029 Housing Element update includes amendments to the coastal, non-coastal, and downtown district zoning ordinances to ensure density bonus requirements comply with current state law (California Government Code Section 65915, outlined above) (City of Oceanside 2021).

The City's 2021–2029 Housing Element includes the following goals, objectives, and policies that are relevant to the project:

Goal 1: Produce opportunities for decent and affordable housing for all of Oceanside's citizens.

Policy 1.1: Promote a high-quality urban environment with stable residential neighborhoods and healthy business districts.

Policy 1.2: Encourage and assist in neighborhood rehabilitation and beautification activities.

Policy 1.6: Encourage higher-density housing development along transit corridors and smart growth focus areas in order to encourage preservation of natural resources and agricultural land; reduce energy consumption and emissions of greenhouse gasses and other air pollutants; reduce water pollution occasioned by stormwater runoff; and promote active transportation with its associated health benefits.

Goal 3: Protect, encourage, and provide housing opportunities for persons of low and moderate income.

Policy 3.1: Continue to utilize federal and state subsidies to the fullest extent in order to meet the needs of lower income residents.

Policy 3.2: Use the City's regulatory powers to promote affordable housing.

Policy 3.4: Ensure that the development of lower income housing meets applicable standards of health, safety, and decency.

Policy 3.5: Encourage the development of housing for low and moderate income households in areas with adequate access to employment opportunities, community facilities, and public services.

Policy 3.7: Encourage the disbursement of lower and moderate income housing opportunities throughout all areas of the City.

Goal 4: Promote equal opportunity for all residents to reside in housing of their choice.

Policy 4.1: Prohibit discrimination in the sale or rental of housing with regard to race, ethnic background, religion, disability, income, sex, age, familial status or household composition.

General Plan Land Use Element

The General Plan Land Use Element includes the following goals, objectives, and policies that are relevant to the project:

Goal 1: Community Enhancement. The consistent, significant, long term preservation and improvement of the environment, values, aesthetics, character and image of Oceanside as a safe, attractive, desirable and well-balanced community.

Objective 1.16 Housing: To ensure that decent, safe, and sanitary housing is available to all current and future residents of the community at a cost that is within the reach of the diverse economic segments of Oceanside.

Policy 1.16C: The City shall ensure that housing is developed in areas with adequate access to employment opportunities, community facilities, and public services.

Policy 1.16E: The City shall protect, encourage, and where feasible, providing housing opportunities for persons of low and moderate income.

Goal 2.3: Residential Development. To direct and encourage the proper type, location, timing and design of housing to benefit the community consistent with the enhancement and establishment of neighborhoods and a well-balanced and organized City.

Policy 2.32B: Residential projects that possess an excellence of design features shall be granted the ability to achieve densities above the base density. Project characteristics that exceed standards established by City policy and those established by existing or approved developments in the surrounding area will be favorably considered in the review of acceptable density within the range. Such characteristics include, but are not limited to the following:

- Infrastructure improvements beyond what is necessary to serve the project and its population.
- Lot standards (i.e., lot area, width, depth) which exceed the minimum standards established by City policy.
- Development standards (i.e., parking, setbacks, lot coverage) which exceed the standards established by City policy.
- Superior architectural design and materials.
- Superior landscape/hardscape design and materials.
- Superior recreation facilities or other amenities.
- Superior private and/or semi-private open space areas.
- Floor areas that exceed the norm established by existing or approved development in the surrounding area.
- Consolidation of existing legal lots to provide unified site design.
- Initiation of residential development in areas where nonconforming commercial or industrial uses are still predominant.
- Participation in the City's Redevelopment, Housing, or Historical Preservation programs.
- Innovative design and/or construction methods that further the goals of the General Plan.

- The effectiveness of such design features and characteristics in contributing to the overall quality of a project shall be used to establish the density above base density. No one factor shall be considered sufficient to permit a project to achieve the maximum potential density of a residential land use designation.

4.12.3 Thresholds of Significance

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

- a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
- b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

4.12.4 Impacts Analysis

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The project would construct 83 single-family residential units, which would have the potential to house approximately 233 people, based on the City's Housing Element calculation of an average household size of 2.8 persons per dwelling unit (City of Oceanside 2021). The proposed project includes residential uses within a 16.78-acre project site. The project also includes supporting amenities, including a recreational area, open space, and landscaping. The property is zoned RS-SP-EQ (Single-Family Residential – Scenic Park Overlay – Equestrian Overlay), corresponding with the City of Oceanside General Plan designation of SFD-R (Single-Family Detached Residential). The approvals required for the project include a tentative map, development plan, and a request for density bonus with waivers for development standards such as net lot area, lot width, and front, side, and rear yard setbacks. Project development standards and requested waivers are outlined in Table 3.3-1 of Chapter 3 to this EIR. As outlined in Chapter 3 and in Section 4.10, Land Use and Planning, of this EIR, the General Plan designation of Single-Family Detached Residential (SFD-R) and a consistent zoning designation of RS-SP-EQ (Single-Family Residential – Scenic Park Overlay – Equestrian Overlay) allow for a maximum potential density up to 5.9 units per acre. Under the Density Bonus Law, where a density range is provided, the base number of units permitted is determined by multiplying the net site acreage (12.45 acres¹) by the maximum density for the specific zoning range and land use designation of the General Plan applicable to the project (5.9 units per acre). Using this methodology, the base number of units allowed at the project site would be 73.46 (rounded up to 74 per density bonus). The project would provide 4 of the units (5%) as affordable to very-low-income units and pay the remaining 5% of the City's 10% Inclusionary Housing obligation through the in-lieu fee alternative (Chapter 14c of the City's Municipal Code). Per state Density Bonus Law, affordable unit percentage is calculated excluding units added by a density bonus (5% x 74 [base allowable]

¹ Although the proposed project would only develop 9.86 acres of the overall 16.78-acre site, 12.45 developable acres is used in the density bonus calculation for the site because buffer/setback areas required from the edge of the riparian areas do not get subtracted from the developable area acreage for the density bonus calculation. The density bonus calculation used for the proposed project is Total Site Area (16.78 acres) – Riparian Areas (3.77 acres) – Public Road Easements (0.569 acres) = 12.45 Developable Acres. The riparian acreage used in this calculation includes southern arroyo willow riparian forest, non-native riparian, and non-vegetated channel, as outlined in Section 4.3, Biological Resources, of this EIR.

= 3.7 units; rounds up to 4 units). Under the Density Bonus Law, the provision of 5% very-low-income units allows the applicant to receive a density bonus of up to 20%, allowing additional market-rate units to be constructed ($74 \text{ base allowable units} \times 0.20 [\text{density bonus}] = 14.8 \text{ units}$), which rounds up to 15 density bonus units. Finally, to calculate the total dwelling units, the base allowable units are added to the density bonus units ($74 \text{ base allowable units} + 15 \text{ density bonus units} = 89 \text{ total units allowed}$). Although 89 total units would be allowed under the density bonus, the project would construct only 83 total units. The maximum potential density (units per acre) with the density bonus would be determined by dividing the total units (83 units) by the net site acreage (12.45 acres). Using this methodology, the maximum potential density would be 6.67 units per acre under the provisions of the Density Bonus Law. The project would construct a total of 83 single family residences, 4 of which would be at the affordable/low-income level (5% of the total), and the remaining 79 units would be designated as market rate. Affordable units would be proportional to the overall project in unit size, would be dispersed throughout the project, and would have access to all amenities available to market-rate units. The proposed dwelling unit distribution complies with the City of Oceanside Inclusionary Housing Ordinance requirements and the provisions of state Density Bonus Law regarding affordable housing.

The most recent Regional Housing Needs Assessment from SANDAG stated that Oceanside needs to build 5,443 units from 2021 through 2029 (SANDAG 2020). The City has a projected deficit of 1,268 very-low-income, 718 low-income, 883 moderate-income, and 2,574 above-moderate-income units (SANDAG 2020). The project is expected to provide 83 units to market in 2025, including 4 very-low-income units and 79 market-rate units, which would be within SANDAG's growth projection for housing during the 6th Cycle planning horizon (i.e., April 2021–April 2029). Therefore, the project would not conflict with SANDAG's regional growth forecast for the City (Appendix B, Air Quality and Greenhouse Emissions Analysis Technical Report).

Although the project would directly lead to additional growth within the City, the increase in population growth at the project site is anticipated by and accounted for in the City's General Plan Land Use Element and Housing Element based on the site's existing land use designation of SFD-R (Single-Family Detached Residential) and zoning designation of RS-SP-EQ (Single Family Residential – Scenic Park Overlay – Equestrian Overlay). This growth meets the applicable General Plan goals and policies, specifically Policy 3.5, which encourages development of low and moderate housing opportunities, and Policy 3.7, which encourages disbursement of low- and moderate-income housing throughout the City. The project would not lead to indirect growth because the project does not propose substantial infrastructure improvements that would allow for additional unplanned growth in the area. It is noted that the surrounding area already includes land developed or designated for residential uses, and land that has not been developed is designated as Open Space, limiting further substantial development of the area. Therefore, the project would not induce substantial unplanned population growth in the developed area, and impacts would be **less than significant**.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project site currently contains one residential structure in the northern portion of the project site, outside of the proposed development footprint. This structure on the property was occupied by a tenant within the last 5 years; however, it is currently vacant and is not habitable. The project is providing a very-low-income replacement unit, consistent with the requirements of state Density Bonus Law. Because the existing structure on site is currently vacant, and because the project includes development of housing, no

people or housing would be displaced as a result of the project. Therefore, impacts are determined to be **less than significant**.

4.12.5 Mitigation Measures

Impacts related to population and housing as a result of project implementation are determined to be **less than significant**; therefore, no mitigation measures are required.

4.12.6 Level of Significance After Mitigation

No significant impacts related to population and housing were identified; therefore, no mitigation measures are required. Impacts related to population and housing would be **less than significant**.

4.13 Public Services

This section describes the existing fire, police, schools, parks, and other public service facilities to accommodate an increase in demand, identifies associated regulatory requirements, and evaluates potential impacts related to implementation of the Guajome Lake Homes Project (project or proposed project) on the ability of public services in the City of Oceanside (City) to serve the project.

4.13.1 Existing Conditions

Fire Protection

The Oceanside Fire Department (OFD) provides fire protection services to the City. The department's mission is to meet and exceed community needs and expectations through the preservation and protection of life, property, and the environment. OFD has eight stations that serve over 180,000 residents and visitors over an area of 41 square miles. OFD has approximately 126 full-time fire personnel, 40 full- and part-time emergency medical technicians, 7 full-time lifeguard personnel, 76 part-time lifeguard personnel, and 8 support staff (OFD 2024). All truck and engine companies are staffed with a minimum of 1 company officer, 1 engineer, and 1 firefighter/paramedic. The Fire Operations Division also manages emergency medical service response, transport, and management. The following apparatus are in service full-time (OFD 2024):

- Fire engines – 8
- Ambulances – 6
- Tiller truck – 1
- Type 3 brush engines – 3
- Type 6 brush engine – 2
- Water tender – 1
- Command vehicle (Battalion Chief) – 1
- Command and interoperability trailer – 1
- Incident support trailer – 1
- Confined space trailer – 1

OFD has eight firehouses located throughout the City. Of these stations, the closest to the project site is Station 6 (895 Santa Fe Avenue), located approximately 0.65 miles southeast of the project site. Station 5 (4841 North River Road) is the second-closest station to the project site, located approximately 2 miles west of the project site (Oceanside Fire Department 2022). As established by the City's General Plan, the City has the following standards for OFD facilities: strive to maintain a 5-minute response time from fire stations to all developed areas within the City, maintain staffing levels adequate to achieve a locally desirable Insurance Service Office rating, and strive to maintain a maximum response time for paramedic units of 8 minutes in urban areas and 15 minutes in rural areas (City of Oceanside 1990).

OFD calls for service in 2023 (the most recent data available) were as follows:

- Total responses – 24,702
- Fire responses – 316
- Emergency medical service responses – 17,311
- Service/Good intent – 6,016
- False alarms – 854
- Other – 583

In addition to providing emergency response services, non-emergency functions are continually performed by OFD, including fire investigations, plan checks for all new development, fire prevention inspections, and public education and informational programs (OFD 2024).

The City has automatic aid agreements 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. The fire stations located closest to the project site are OFD stations, but non-OFD fire stations may also be notified in the event of an emergency at the project site.

Police Protection

The Oceanside Police Department (Police Department) comprises 219 sworn officers and 115 professional staff members who serve a population of more than 175,000 residents and handle approximately 110,000 calls for service each year (Oceanside Police Department 2024a). The Police Department consists of a Patrol Division, Traffic Unit, Harbor Police, School Safety Enhancement Team, Neighborhood Policing Team, Resource Team, Administrative/Front Desk Operations, and Senior Volunteer Patrol Program. The Patrol Division is the largest division in the Police Department and consists of officers and field evidence technicians. Patrol officers are responsible for handling radio calls, taking crime reports, handling traffic enforcement, making arrests, resolving disputes, and preventing crime, whereas field evidence technicians process crime scenes, collect evidence, and take crime reports (Oceanside Police Department 2024b). The Police Department station is located at 3855 Mission Avenue, approximately 3.87 miles west of the project site.

According to the City’s General Plan Community Facilities Element, the Police Department shall strive to provide a maximum response time of 5 minutes for all Priority E and I emergency service calls (City of Oceanside 1990). Table 4.13-1 indicates that the Police Department has been meeting these response time goals as of 2019 (most recent data available).

Table 4.13-1. Oceanside Police Department Response Times

| Call Priority | Average Response Time Goals | Actual Average Response Times |
|---|-----------------------------|-------------------------------|
| Priority E – Imminent threat to life | Within 5 minutes | 3 minutes, 45 seconds |
| Priority 1 – Serious crimes in progress | Within 5 minutes | 3 Minutes, 45 seconds |
| Priority 2 – Less serious crimes with no threat to life | Within 10 minutes | 8 Minutes, 40 seconds |
| Priority 3 – Minor crimes/requests that are not urgent | Within 60 minutes | 17 Minutes, 20 seconds |
| Priority 4 – Minor requests for police services | Within 60 minutes | 17 Minutes, 20 seconds |

Source: Armijo, pers. comm., 2019; Stauffer, pers. comm., 2019.

Schools

The Vista Unified School District (VUSD) provides education services to the eastern portion of the City where the project site is located. VUSD covers approximately 36 square miles, and the District Office is located at 1234 Arcadia Avenue in Vista. VUSD operates and maintains 15 elementary schools, 5 middle schools, 3 high schools, and 2 alternative high schools, serving approximately 20,000 students (VUSD 2024a). The project site is located within the service boundaries of 6 of VUSD’s 25 schools: Mission Vista High School, Alta Vista High School, Vista

Academy, Rosemont Middle School, T.H.E Leadership Academy, and Vista High School (VUSD 2024b). The closest elementary, middle, and high school that are anticipated to serve future residents of the project include Mission Meadows Elementary School (located approximately 0.5 miles northeast of the project site), Roosevelt Middle School (located approximately 1.1 miles southwest of the project site), and Vista High School (located approximately 2 miles southeast of the project site).

The Oceanside Unified School District (OUSD) also provides K-12 educational services to the City. OUSD operates and maintains 12 elementary schools, 4 middle schools, 3 K-8 schools, 2 high schools, and 2 alternative schools (OUSD 2024).

Parks

The City maintains parks, recreational facilities, and community centers, including the beach, Buena Vista Lagoon, the San Luis Rey River, Calaveras Lake, Hosp Grove, golf courses, a dog park, skate parks, and trails. The City currently has approximately 642 acres of park land and approximately 155 acres of public school-ground acreage (40% of the total school-ground acres), which are countable towards Oceanside's total park acreage, giving a total of approximately 797 acres of existing parkland. As of 2020, the City's parks and recreational facilities consist of 15 community and 17 neighborhood parks, 1 regional park, 3 recreation centers (Junior Seau Community Center, Joe Balderrama Recreation Center, and Melba Bishop Recreation Center), a YMCA and a Boys and Girls Club, 2 senior centers, 5 skateparks, and 2 pools. Other facilities include Oceanside's 3.5 miles of beach, the harbor, and the pier (City of Oceanside 2021a).

The City's General Plan Recreational Trails Element focuses on the provision and maintenance of pedestrian, bicycle, and equestrian trail systems through the City. The City's General Plan Environmental Resource Management Element provides the City's recreational standards for parks, which includes the dedication of 5 acres of park per 1,000 residents (City of Oceanside 1975). In addition, the City's Parks and Recreation Division has a Parks and Recreation Master Plan to create a vision for the parks and recreation system. The Parks and Recreation Master Plan was updated in 2019 and provides a guide for the orderly development of future park, recreational, and open space facilities and programs in order to meet the community's current and future needs through 2030. Goals of the Master Plan include that residents have a maximum 15-minute walk for neighborhood parks or a 5-minute drive for community parks and special facilities (City of Oceanside 2019).

The closest community parks to the project site include 15.5-acre Rancho Del Oro Park, located approximately 2 miles west of the project site, and 10.5-acre John Landes Park and Recreation Center, located approximately 3.5 miles southwest of the project site. The closest regional park is Guajome Regional Park, located adjacent to the southern boundary of the project site. Please refer to Section 4.14, Recreation, for a detailed description of existing parks and recreational facilities within the City. The closest neighborhood parks to the project site are the 3-acre Spring Creek Park, located approximately 0.25 miles northeast of the project site, and 5-acre Alamosa Park, located 0.9 miles southwest of the project site.

Other Public Facilities

The City operates two public library locations: the Civic Center Library at 330 North Coast Highway and Oceanside Public Library Mission Branch at 3861 Mission Avenue (City of Oceanside 2024). The City's public libraries offer services to the community including, DVDs, CDs, audio books, e-books, and children's books; public computers with internet access at both locations, including available wi-fi; printing, faxing, scanning and copying services; private study rooms; special collections containing local and state history and world languages; a dedicated teen area; and programs

for all ages. Library staff consist of library administration, public services (librarians), and support services (City of Oceanside 2024).

4.13.2 Regulatory Setting

State

California Fire Code

The California Fire Code and Office of the State Fire Marshal provides regulations and guidance for local agencies in the development and enforcement of fire safety standards. The California Fire Code also establishes minimum requirements that would provide a reasonable degree of safety from fire, panic, and explosion.

Senate Bill 50 – Leroy F Greene Schools Facilities Act of 1998

Senate Bill (SB) 50, or the Leroy F. Greene School Facilities Act of 1998, restricts the ability of local agencies to deny project approvals on the basis that public school facilities (classrooms, auditoriums, etc.) are inadequate. Payment of school fees is required by SB 50 for all new residential development projects and is considered full and complete mitigation of any school impacts (Government Code Section 65996). As required by SB 50, school impact fees are payments to offset capital cost impacts associated with new developments, which result primarily from costs of additional facilities, related furnishings and equipment, and projected capital maintenance requirements. As such, agencies cannot require additional mitigation for any school impacts. School impact fees and fees collected pursuant to SB 50 are collected at the time building permits are issued.

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 of 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.

California Government Code, Section 66000.5 – Mitigation Fee Act

The Mitigation Fee Act complements the Quimby Act by allowing separate impact and recreational facilities fees to be collected so that parks can be improved and recreational facilities can be maintained. The act also allows impact fees to be placed on non-subdivision residential developments.

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.

Local

City of Oceanside General Plan

Community Facilities Element

The City of Oceanside General Plan Community Facilities Element provides long-term policies for public services within the City, including fire protection, police protection, schools, and libraries. The element outlines adequate service ratios and future planning policies by which OFD and the Police Department must abide (City of Oceanside 1990). The following policies are applicable to the project:

Policy 3.1: The City of Oceanside shall strive to provide adequate Fire Department facilities through the achievement of the following facilities and service standards:

- A 5-minute response time from fire stations to all developed areas within the city of Oceanside
- Personnel staffing at a minimum of four people per company
- City maintaining staffing levels adequate to achieve a locally desirable Insurance Service Office (ISO) rating; and
- A maximum response time for paramedic units of 8 minutes in urban areas and 15 minutes in rural areas

Policy 3.5: Close coordination shall be maintained between planned improvements to the Circulation System within the City of Oceanside and the location of future fire stations, in order to assure adequate levels of service and response times to all areas of the community along existing and future arterials, collectors, and local streets.

Policy 3.10: In order to minimize fire hazards, the Oceanside Fire Department shall be involved in the review of development applications. Consideration shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations, and Needed Fire Flow requirements.

Policy 4.3: The Oceanside Police Department shall strive to provide a maximum response time of 5 minutes for all Priority I and II emergency service calls.

Additionally, the Community Facilities Element provides goals and policies intended to provide adequate public facilities that support recreational and leisure activities and to contribute to the overall health of the City's residents. Specifically, the Community Facilities Element establishes that an adequate parkland goal is 5 acres of dedicated parkland per 1,000 residents within the City. As defined in the Community Facilities Element, community parks should meet the following criteria:

- a. The topography and land configuration should be sustainable to accommodate the park's proposed uses. A minimum of 65% of the park land area should be usable for active recreation;
- b. Sites should have or be able to achieve safe pedestrian and bicycle access;
- c. Sites should be visible from the street in order to enhance enjoyment of the park by people driving by and to facilitate security surveillance;
- d. Noise generated by park use should be mitigated to avoid disturbing adjacent residences;
- e. Lighting should be designed to limit impacts on adjacent residents;

- g. Parks should be buffered from adjacent residences through the use of fences, landscaping, berms, or other treatments, in order to prohibit undesired access to private property; and
- h. “Community Parks” located in resident neighborhoods should have at least one access point on a Collector road. Whenever possible, these facilities should be located adjacent to public schools.

City of Oceanside Municipal Code

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 applicable to recreation include park fees imposed pursuant to Ordinance No. 91-10 and park fees imposed pursuant to article 40 of the Zoning Regulations (Ordinance No. 88-22, as amended).

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, pursuant to the Community Facilities Element of the General Plan.

32C.2 – Definitions

(a) Public facilities shall include all governmental facilities specified in the adopted elements of the city’s general plan, including the community facilities element, or such facilities contained in the city’s five-year capital improvement program.

32C.3 – Payment of fee required: amount of fee

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. The amount of such fee shall be fixed by resolution of the city council in accordance with the provisions of chapter 32B.

32C.4 – Area of benefit

The purpose of this chapter is to ensure that the quality of life of all residents is protected as new development occurs, and that the ability of the city to provide public facilities for the benefit of the city as a whole exists. Because the police, fire, general government and library facilities addressed in the public facilities fee provide benefit to the entire city, the area of benefit for the public facilities fee is the city boundaries.

Chapter 32D – Park Land Dedication and Payment of Fees

Chapter 32D.2 – Application

The provisions of this chapter shall apply to all development within the City of Oceanside by which additional residential lots and/or dwelling units are created. Every owner, developer or subdivider who creates such lots

and/or units shall dedicate a portion of land, pay a fee, or do both as set forth in this chapter for the purposes of providing open space, park and recreational facilities.

32D.5 – Park standards

In accordance with the standards of five (5) acres of developed parkland for each one thousand (1,000) people, set forth in the community facilities element, a developer shall dedicate land and/or pay a fee as required by this chapter. The city council shall, by resolution, fix said dedication and/or fee requirements.

32D.7 – Allocation of fees

Fees collected pursuant to this chapter shall be allocated and expended pursuant to the requirements of Chapter 32B of the City Code.

City of Vista Development Code 16.52 – School Facilities Dedications and Fees

The School Facilities and Dedication Fees chapter of the City Municipal Code provides guidance to the City of Vista, an affected school district, and project applicants for undertaking reasonable steps to alleviate overcrowded school facilities. The chapter lists reasonable methods for mitigating conditions of overcrowding and provides alternative authority to that provided under the California Environmental Quality Act (CEQA), General Plan policies and elements of the City of Vista, and state law to permit continued alleviation of conditions of overcrowding.

City of Oceanside Public Safety Community Facilities District

The Oceanside City Council approved a policy on February 6, 2019, to allow the creation of public safety services community facilities districts, which would cover the increasing costs of public safety services in the City. On December 7, 2022, the Oceanside City Council adopted the Resolution of Formation establishing City of Oceanside Community Facilities District (CFD) No. 2022-1 (Public Safety Services) and adopted an ordinance authorizing the levy of a special tax within CFD No. 2022-1 for the purpose of financing certain services. Money collected from new developments in the CFD would help offset the costs of police and fire protection, most of which was covered by the City's general fund. All future residential developments of more than 16 units that meet specific criteria are required to annex into the CFD as a condition of approval. The criteria include projects subject to a General Plan Amendment necessary to accommodate residential use, mixed-use projects on commercially zoned land, residential projects exceeding base density allowances, and assisted living or skilled nursing facilities of any size. Residential units subject to a recorded affordability agreement with the City would be exempt from the CFD.

4.13.3 Thresholds of Significance

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

- a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
 - Fire protection
 - Police protection
 - Schools
 - Parks
 - Other public facilities

4.13.4 Impacts Analysis

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire Protection?

Implementation of the project could result in an increase in demand on OFD as a result of new residential development at the project site. However, the project is located within an existing neighborhood and highly developed area of the City that already receives fire protection services. Additionally, as described in Section 4.12, Population and Housing, of this EIR, the proposed 83 residential units would result in an increase of approximately 233 people at the project site, which has been accounted for in the City's General Plan. The increase of approximately 233 people at the project site is not expected to result in a substantial increase in service calls to OFD.

As described above, OFD has eight firehouses located throughout the City. Of these stations, the closest to the project site is Station 6 (895 Santa Fe Avenue), located approximately 0.65 miles southeast of the project site. Station 5 (4841 North River Road) is the second-closest station to the project site, located approximately 2 miles west of the project site (Oceanside Fire Department 2022). In addition to the City's eight fire stations, the City has an automatic 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.

The project has been designed to provide adequate emergency access throughout the project site. Emergency access to the project site would be provided via the main entrance located on Guajome Lake Road. Circulation and emergency access drives have been designed in consultation with OFD staff to provide 28-foot minimum widths, with designated truck turnarounds and key staging areas throughout the project site. Prior to project development, OFD would be required to review and approve all final site plans for the project to ensure

adequate site accessibility and response times. Additionally, the City has an established public facility development impact fee program (Municipal Code Chapter 32B and 32C) that requires new development to provide funds toward capital improvements for public services, including fire and emergency services. The project would be required to pay applicable developer impact fees in accordance with the City's requirements. Furthermore, the project would be required to comply with and pay toward the City of Oceanside CFD No. 2022-1 (Public Safety Services). Money collected from new developments in the CFD would help offset the costs of police and fire protection.

Therefore, while development of the project site would increase the demand on fire protection services in comparison to existing conditions, it is not anticipated that the project would result in the need for new fire personnel or equipment or require construction of a new station or expansion of existing fire facilities. The project is expected to be adequately served by existing fire stations, and impacts related to fire protection are determined to be **less than significant**.

Police Protection?

As described above, the project site is currently vacant, and implementation of the project has the potential to result in an increase in demand for police protection services as a result of new residential development on site. However, similar to fire protection, the project site is surrounded by existing residential development that already receives police protection services. Additionally, as described in Section 4.12 of this EIR, the proposed 83 residential units would result in an increase of approximately 233 people at the project site, which has been accounted for in the City's General Plan. The increase of approximately 233 people at the project site is not expected to result in a substantial increase of service calls to the Police Department.

As described under Section 4.13.1 above, the Police Department includes approximately 219 sworn officers and 115 professional staff members who serve a population of more than 175,000 residents and handle approximately 110,000 calls for service each year (Oceanside Police Department 2024a). As indicated in Table 4.13-1 above, the Police Department has been meeting response time goals as of 2019. The Police Department station is located at 3855 Mission Avenue, approximately 3.87 miles west of the project site.

The project would be required to provide adequate site access and emergency access and to maintain Police Department response times. In the event of an emergency, adequate emergency access would be provided via the entrance located on Guajome Lake Road. Additionally, as described above, the City has an established public facility development impact fee program (Municipal Code Chapters 32B and 32C) that requires new developments to provide funds toward capital improvements for public services, including police services. The project would be required to pay applicable developer impact fees in accordance with the City's requirements. Furthermore, the project would be required to comply with and pay toward the City CFD No. 2022-1 (Public Safety Services). Money collected from new developments in the CFD would help offset the costs of police and fire protection.

Therefore, while development of the project site would place an increase in demand on police protection services, it is not anticipated that the project would result in the need for construction or expansion of existing police facilities to accommodate new police personnel or equipment. The project is expected to be adequately served by existing Police Department stations, and impacts related to police protection are determined to be **less than significant**.

Schools?

The project would directly increase the population through development of new residential units at the project site and would therefore increase existing demand on school facilities. School-age (K-12) residents at the project site would be served by VUSD. School-age students are expected to attend the following schools because they are located closest to the project site:

- Mission Meadows Elementary School (located approximately 0.5 miles northeast of the project site)
- Roosevelt Middle School (located approximately 1.1 miles southwest of the project site)
- Vista High School (located approximately 2 miles southeast of the project site)

OUSD also provides K-12 educational services to the City. OUSD operates and maintains 12 elementary schools, 4 middle schools, 3 K-8 schools, 2 high schools, and 2 alternative schools (OUSD 2024). However, for the purpose of this analysis, it is assumed that students generated by the proposed project would attend the closest public schools to the project site, which are in VUSD.

As described previously, the proposed 83 residential units would result in an increase of approximately 233 people at the project site. VUSD uses a student generation rate of 0.4374 for multiple-family dwelling units. As shown in Table 4.13-2, the project would be expected to generate approximately 20 elementary school students, 9 middle school students, and 9 high school students, for a total of 38 students.

Table 4.13-2. Potential Student Yield for the Project

| Proposed Units | Student Yield Factor | | | Students Yielded by Project | | |
|----------------|----------------------|---------------|-------------|-----------------------------|---------------|-------------|
| | Elementary School | Middle School | High School | Elementary School | Middle School | High School |
| 83 | 0.2354 | 0.0990 | 0.1030 | 20 | 9 | 9 |

Source: City of Vista 2011.

The generation of approximately 38 students is expected to be adequately served by VUSD, and if necessary, OUSD. Additionally, before project development, the project would be required to obtain a will-serve letter from VUSD. Additionally, it should be noted that not all students residing at the project site would be new to the City or VUSD. Students generated by the project would be subject to VUSD’s Open Enrollment School of Choice, which accepts students on a space-available basis. Of the 25 total schools within VUSD (not including private schools), it is determined that the number of students generated by the project would be adequately served by existing facilities.

Furthermore, the project applicant would be subject to City development impact fees, as applicable, and applicable VUSD development impact fees. As outlined in Section 4.13.2 above, developer fees allow school districts to impose mitigation fees on new developments as a method of addressing increased enrollment. SB 50 states that the fees imposed by school districts shall constitute the exclusive method of considering and mitigating impacts on school facilities caused by a development project. Such payment shall provide “full and complete mitigation of the impacts of any legislative or adjudicative act ... on the provision of adequate school facilities” (Government Code Section 65995h)). As such, contribution of required development fees would ensure impacts to schools as a result of students generated by the project would be **less than significant**.

Parks?

The project site currently consists of a single-family residence, and the project would add 233 people to the site. The project could result in the potential for increased use of existing neighborhood and regional parks. In accordance with the City's Municipal Code, Chapter 32D, the project is required to either (1) create dedicated park land within or partly within the project site, whose acreage would be determined by the City; (2) dedicate land usable for recreation purposes in addition to paying a portion of the park impact fee; or (3) pay the entire park impact fee (City of Oceanside 2021b).

As described above, the City currently has approximately 642 acres of park land. In addition, 155.6 acres of public-school ground acreage (40% of the total school ground acres) are countable toward Oceanside's total park acreage, resulting in a total of 797 acres of existing parkland. As discussed above, the closest neighborhood park to the project site is the 3-acre Spring Creek Park located approximately 0.25 miles northeast of the project site, and 5-acre Alamosa Park, located 0.9 miles southwest of the project site. The closest community parks to the project site include acre 15.5-acre Rancho Del Oro Park, located approximately 2 miles southwest of the project site, and 10.5-acre John Landes Park and Recreation Center, located approximately 3.6 miles southwest of the project site. The closest regional park is Guajome Regional Park, located on the other side of Guajome Lake Drive southwest of the project site.

According to the City's General Plan Community Facilities Element, the City's goal is to provide a minimum of 5 acres of developed "community parks" per 1,000 residents within the City (City of Oceanside 1990). As described above, the City currently has a total of approximately 797 acres of existing parkland. As of 2020, the population within the City was 174,068, resulting in a parkland service ratio of approximately 4.5 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 465-acre El Corazon Specific Plan area. Planned development of El Corazon Park would result in an additional 210 acres of parkland. With completion of El Corazon Park, the City's parkland service ratio would increase to approximately 5.7 acres per 1,000 residents (City of Oceanside 2021a). In addition to existing City parks and recreational facilities, as proposed by the project, residents of the project site would have private access to 6.92 acres of common open space.

Although the project would potentially increase the utilization of existing parks and recreational facilities within the City, it is determined that the combination of proposed on-site open space and private open space, existing public park and recreational facilities in the project vicinity, and proposed future recreational facilities within the City would adequately serve future residents of the project site. Additionally, the project developer would be responsible for paying applicable development and park impact fees. Such fees for new residential development within the City go toward facilities such as (but not limited to) parks, public facilities, and schools. Therefore, it is determined that implementation of the project would have a **less-than-significant** impact on existing park facilities.

Please also refer to Section 4.14 for additional details and impact analysis of existing park and recreational facilities within the City.

Other Public Facilities?

As described above, the City operates two public library locations: The Civic Center Library, at 330 North Coast Highway, and Oceanside Public Library Mission Branch, at 3861 Mission Avenue (City of Oceanside 2024). The Oceanside Public Library Mission Branch is located approximately 3.85 miles west of the project

site. The two existing public libraries, in addition to school libraries that would serve students at the project site, are expected to adequately serve the approximately 233 residents generated by the project. Furthermore, payment of development impact fees, as applicable in accordance with Municipal Code Chapters 32B and 32C, would address the need for additional public services generated by new development. For these reasons, impact to libraries or other public facilities as a result of project implementation is determined to be **less than significant**.

4.13.5 Mitigation Measures

Impacts related to public services as a result of project implementation are determined to be **less than significant**; therefore, no mitigation measures are required.

4.13.6 Level of Significance After Mitigation

No significant impacts related to public services were identified; therefore, no mitigation measures are required. Impacts related to recreation would be **less than significant**.

4.14 Recreation

This section describes the existing recreation conditions of the project site, identifies associated regulatory requirements, and evaluates potential impacts related to implementation of Guajome Lake Homes Project (project or proposed project) in the City of Oceanside (City).

4.14.1 Existing Conditions

The City's General Plan Recreational Trails Element was adopted in January 1996 (City of Oceanside 1996). The purpose of the Recreational Trails Element is to state the specific goals and objectives that will improve the operation and design of the City's trail system for bicycles, pedestrians, and equestrians. The Recreational Trails Element replaced the City's Non-Motorized Transportation Element (1976) and is a sub-element of the Circulation Element. Information from the Recreational Trails Element is incorporated herein. Due to the age of this document, information from Background Report #2: Land Use & Community Resources, prepared by the City in June 2021 (City of Oceanside 2021) in support of the General Plan Update, has also been referenced herein for more updated information on parks and recreational open space within the City, in addition to the City's 2019 Parks and Recreation Master Plan.

Surrounding Parks and Trails

The City maintains parks, recreational facilities, and community centers, including the beach, Buena Vista Lagoon, the San Luis Rey River, Calaveras Lake, Hosp Grove, Guajome Regional Park, golf courses, a dog park, skate parks, and trails. The City currently has approximately 642 acres of park land. As of 2020, the City's parks and recreational facilities consist of 15 community and 17 neighborhood parks, 1 regional park, 3 recreation centers (Junior Seau Community Center, Joe Balderrama Recreation Center, and Melba Bishop Recreation Center), a YMCA and Boys and Girls Club, 2 senior centers, 5 skateparks, and 2 pools. Other facilities include Oceanside's 3.5 miles of beach and the City's harbor and pier (City of Oceanside 2021).

The City's General Plan Recreational Trails Element focuses on the provision and maintenance of pedestrian, bicycle, and equestrian trail systems through the City. The City's General Plan Environmental Resource Management Element provides the City's recreational standards for parks, which includes the dedication of 5 acres of park per 1,000 residents (City of Oceanside 1975). In addition, the City adopted a Parks and Recreation Master Plan to create a vision for the parks and recreation system. The Parks and Recreation Master Plan (Master Plan) was updated in 2019 and provides a guide for the orderly development of future park, recreational, and open space facilities and programs in order to meet the community's current and future needs through 2030. Goals of the Master Plan include a 15-minute walk for neighborhood parks or a 5-minute drive for community parks and special facilities. The Master Plan defines five major categories of parks: neighborhood parks, community parks, community centers, regional parks, and special use parks. These park categories are described below (City of Oceanside 2019).

- Neighborhood parks are generally smaller parks that provide both passive and limited active recreation but tend to focus more on passive recreation. They are typically less than 5 acres in size and serve residents within a 15-minute walk. They generally do not include citywide facilities, such as gyms, pools, or sports fields.
- Community parks serve the daily recreational needs of the community. They are generally larger than 5 acres in size and service an area within a 5-minute drive. Citywide sports fields, pools, and court sports are concentrated in these locations.

- Community centers are community buildings that provide a wide range of activities serving the community as a whole. These centers often accommodate special events, recreational programs, offices, and community services. These facilities can be used by from users all over the community but should be accessible by a 5-minute drive.
- Regional parks are parks that are larger than 30 acres, serve the region, and provide a range of activities, including passive and active recreation opportunities, and often include open space, cultural, and/or natural resources. The sole park classified as regional is the 75-acre Guajome Regional Park, which includes 4.5 miles of multi-use trails, diverse habitats, and recreation areas featuring playgrounds, a basketball court, and a 33-site campsite.
- Special use parks comprise a broad category of facilities that focus on specific functions, themes, or user groups. They include facilities such as Heritage Park, the Municipal Golf Course, Oceanside Harbor and Oceanside Pier, and swim facilities.

The closest neighborhood parks to the project site are the 3-acre Spring Creek Park located approximately 0.25 miles northeast of the project site, and 5-acre Alamosa Park, located 0.9 miles southwest of the project site. The closest community parks to the project site include 15.5-acre Rancho Del Oro Park, located approximately 2 miles southwest of the project site, and 10.5-acre John Landes Park and Recreation Center, located approximately 3.6 miles southwest of the project site. The closest regional park is Guajome Regional Park, located on the other side of Guajome Lake Road southwest of the project site.

Planned parks in the City include El Corazon Park, located in the center of the City and bounded by Rancho Del Oro Drive on the east, Oceanside Boulevard on the south, El Camino Real on the west, and Mesa Drive on the north. In 2009, the El Corazon Specific Plan was adopted to guide and implement the vision for the 465-acre area. Future plans for the site include 212 acres of parks and recreation, 164 acres of habitat, 34 acres of civic services, 25 acres of commercial, 19 acres of village commercial, and 11 acres of hotel (City of Oceanside 2021).

The City currently provides approximately 642 acres of parkland, including regional, community, special use, and neighborhood parks, as well as golf courses and community centers. In addition, 155.6 acres of public school grounds (40% of the total school grounds acreage) are countable toward Oceanside's total park acreage, giving a total of 797 acres of existing parkland. As of 2020, the population within the City was 174,068, resulting in a parkland service ratio of 4.5 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 will result in an additional 210 acres of parkland. With completion of El Corazon, the parkland service ratio will increase to 5.7 acres per 1,000 residents (City of Oceanside 2021).

4.14.2 Regulatory Setting

State

Quimby Act

California allows a city or county to pass an ordinance that requires, as a condition of approval of a subdivision, either the dedication of land, the payment of a fee in lieu of dedication, or a combination of both for park and recreational purposes (California Government Code Section 66477). This legislation, commonly called the Quimby Act, establishes a maximum parkland dedication standard of 3 acres of parkland per 1,000 residents for a new subdivision development unless the amount of existing neighborhood and community parkland exceeds that limit.

Local

City of Oceanside General Plan

The State of California requires that each city draft and adopt a comprehensive General Plan that provides long-term guidance for development within the city's jurisdiction. The City of Oceanside General Plan comprises multiple elements addressing specific areas of development. The sections that address goals and policies related to recreation are the Community Facilities Element, Environmental Resource Management Element, Land Use Element, and Recreational Trails Element. Each of these elements are described in detail as they relate to parks and recreation below.

Community Facilities Element

The Community Facilities Element provides overall guidance for maintaining and developing the City's public services and facilities, including parks and other recreational facilities. The goals and policies contained in the Community Facilities Element aim to provide adequate public facilities that support recreational and leisure activities and that contribute to the overall health of the City's residents. Specifically, the Community Facilities Element establishes that an adequate parkland goal is 5 acres of dedicated parkland per 1,000 residents within the City.

As defined in the Community Facilities Element, community parks should meet the following criteria (City of Oceanside 1990):

- a. The topography and land configuration should be sustainable to accommodate the park's proposed uses. A minimum of 65% of the park land area should be usable for active recreation;
- b. Sites should have or be able to achieve safe pedestrian and bicycle access;
- c. Sites should be visible from the street in order to enhance enjoyment of the park by people driving by and to facilitate security surveillance;
- d. Noise generated by park use should be mitigated to avoid disturbing adjacent residences;
- e. Lighting should be designed to limit impacts on adjacent residents;
- f. Parks should be buffered from adjacent residences through the use of fences, landscaping, berms, or other treatments, in order to prohibit undesired access to private property; and
- g. "Community Parks" located in resident neighborhoods should have at least one access point on a Collector road. Whenever possible, these facilities should be located adjacent to public schools.

Environmental Resource Management Element

The Environmental Resource Management Element provides guidance for conserving and preserving natural resources and open space as the City develops. As related to recreation, this element encourages the preservation of open space for public health and welfare. Open space is generally defined as land areas absent of human-made structures (City of Oceanside 1975).

Land Use Element

The Land Use Element provides policies, definitions, and zoning designations for all land use types in the City. It establishes guiding policies for each type of land use, including open space and community facilities. As it relates to parks and recreation, the Land Use Element provides an overall direction of encouraging, preserving, and developing

adequate open space, park areas, and recreational facilities for community use. The element also establishes the general development impact fee policy to provide for expanding public facilities to meet the demand of any new development (City of Oceanside 1989).

Circulation Element

The City's Circulation Element includes the Pedestrian Master Plan, the Bicycle Master Plan, and the Recreational Trails Element.

Pedestrian Master Plan

The City of Oceanside 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 (City of Oceanside 2009).

Bicycle Master Plan

The Bicycle Master Plan is a comprehensive update to the 1995 City of Oceanside Circulation Element and 1996 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 multimodal connections between mass transit and bikeways and to promote a viable alternative to automobile travel in a climate particularly conducive to bicycle transportation. The City aims to implement the Bicycle Master Plan to provide a more convenient bikeway system for cyclists, especially for those who choose bicycle transportation over vehicle transportation (City of Oceanside 2008).

Recreational Trails Element

The Recreational Trails Element provides policies and guidance for the City's bicycle, pedestrian, and equestrian trail system. This element defines adequacy standards and goals for maintaining recreational trails, such as hiking trails, multi-use trails, equestrian trails, and bicycle trails throughout the City (City of Oceanside 1996).

City of Oceanside Municipal Code

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 applicable to recreation include (d) Park fees imposed pursuant to Ordinance No. 91-10; and (e) Park fees imposed pursuant to article 40 of the Zoning Regulations (Ordinance No. 88-22, as amended).

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 pursuant to the Community Facilities Element of the General Plan. "Public facilities" shall include all governmental facilities specified in the adopted elements of the City's General Plan, including the Community Facilities Element, or such facilities contained in the City's 5-year capital improvement program. 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. The amount of such fee shall be fixed by resolution of the city council in accordance with the provisions of Chapter 32B. The purpose of this chapter is to ensure that the quality of life of all residents is protected as new development occurs and that the ability of the City to provide public facilities for the benefit of the City as a whole exists. Because the police, fire, general government, and library facilities addressed in the public facilities fee provide benefit to the entire City, the area of benefit for the public facilities fee is the City boundaries.

Chapter 32D – Park Land Dedication and Payment of Fees

Chapter 32D of the City's Code of Ordinances outlines provisions that apply to all development within the City of Oceanside by which additional residential lots and/or dwelling units are created. Every owner, developer, or subdivider who creates such lots and/or units shall dedicate a portion of land, pay a fee, or do both as set forth in this chapter for the purposes of providing open space, park, and recreational facilities. In accordance with the standards of 5 acres of developed parkland for each one thousand (1,000) people, set forth in the community facilities element, a developer shall dedicate land and/or pay a fee as required by this chapter. The city council shall, by resolution, fix said dedication and/or fee requirements. Fees collected pursuant to this chapter shall be allocated and expended pursuant to the requirements of Chapter 32B of the City Code.

City of Oceanside Zoning Ordinance

Article 28 – Equestrian Overlay District

Article 28 of the City's Zoning Ordinance outlines the regulations that apply to parcels within the Equestrian Overlay District. The purpose of this ordinance is to provide recreational opportunities through an equestrian trail network, providing design standards for the keeping of horses on private property, protection of the equestrian and rural atmosphere, and achieving visual compatibility between equestrian and non-equestrian uses.

Parks and Recreation Master Plan

Adopted in November 2019, the Parks and Recreation Master Plan provides guidance on the development of future parks, recreational, and open space facilities in order to meet the needs of the community. The Master Plan identifies existing facilities, provides a citywide needs assessment, proposes implementation strategies, and includes overall goals and policies for the development, maintenance, renovation, and acquisition of park facilities.

4.14.3 Thresholds of Significance

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

- a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

4.14.4 Impacts Analysis

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

As described in Chapter 4.12 of this EIR, Population and Housing, the project would construct 83 residential units, which would have the potential to house approximately 233 people, based on the City's Housing Element of an average household size of 2.8 persons per dwelling unit. An increase of 233 people at the currently vacant project site would result in the potential for increased use of existing neighborhood and regional parks. In accordance with the City's Municipal Code, Chapter 32D, the project is required to either (1) create dedicated park land within or partly within the project site, whose acreage would be determined by the City; (2) dedicate land usable for recreation purposes in addition to paying a portion of the park impact fee; or (3) pay the entire park impact fee (City of Oceanside 2020).

As described above, the City's parks and recreational facilities consist of 15 community and 17 neighborhood parks, 1 regional park, 3 recreation centers (Junior Seau Community Center, Joe Balderrama Recreation Center, and Melba Bishop Recreation Center), a YMCA and a Boys and Girls Club, 2 senior centers, 5 skateparks, and 2 pools. Residents can also enjoy more than 115 acres of school play areas as provided through Memorandums of Understanding with the Oceanside Unified School District. Furthermore, other City facilities are available for daily use, including Oceanside's 3.5 miles of beach, the harbor, and the pier (City of Oceanside 2021). The closest neighborhood parks to the project site are the 3-acre Spring Creek Park, located approximately 0.25 miles northeast of the project site, and 5-acre Alamosa Park, located 0.9 miles southwest of the project site. The closest community parks to the project site include 15.5-acre Rancho Del Oro Park, located approximately 2 miles southwest of the project site, and 10.5-acre John Landes Park and Recreation Center, located approximately 3.6 miles southwest of the project site. The closest regional park is Guajome Regional Park, located on the other side of Guajome Lake Road southwest of the project site.

According to the City's General Plan Community Facilities Element, the City's goal is to provide a minimum of 5 acres of developed "community parks" per 1,000 residents within the City (City of Oceanside 1990). As described above, the City currently has a total of 797.7 acres of existing parkland. As of 2020, the City's population was 174,068, resulting in a parkland service ratio of 4.5 acres per 1,000 residents. Although this is below the current standard of 5 acres per 1,000 residents, the existing inventory includes only 2 acres of the 465-acre El Corazon Specific Plan area. Planned development of El Corazon Park will result in

an additional 210 acres of parkland. With completion of El Corazon Park, the parkland service ratio will increase to 5.7 acres per 1,000 residents (City of Oceanside 2021).

The proposed project would include approximately 35,151 square feet of private recreational and amenity area within the development. Additionally, each proposed residence would include a private front and rear yard. The City requires 300 square feet of open space per unit, and the project would create approximately 423 square feet of open space per residence in addition to the private open space provided for each lot.

Although the project would potentially increase the utilization of existing parks and recreational facilities within the City; it is determined that the combination of proposed open space amenities on site, existing park and recreational facilities in the area, and proposed future recreational facilities within the City would adequately serve future residents of the project site. Additionally, the project developer would be responsible for applicable developer and park impact fees. Such fees for new residential development within the City go toward facilities such as (but not limited to) parks, public facilities, and schools. Furthermore, the increase of approximately 233 people at the project site has been accounted for in the City's General Plan. Therefore, it is determined that implementation of the Project would have a **less-than-significant** impact on existing recreational facilities.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

As described in response to Threshold a) above, each residence would include a private front and rear yard. Overall, a total of approximately 35,151 square feet of recreational open space would be provided by the project. The City requires 300 square feet of open space per unit, and the project would create approximately 423 square feet of recreational open space per residence in addition to the private open space on each lot. The project is located within the Equestrian Overlay District. The Equestrian Overlay District seeks to provide recreational opportunities by establishing trail networks within the Guajome Neighborhood Planning Area. The project requests waivers from the Equestrian Overlay District development standards. The project would not provide equestrian facilities on site; however, it would not impact the existing equestrian uses in the surrounding area.

Open space proposed as part of the project has been analyzed throughout this EIR and would not result in any adverse physical effect on the environment. Implementation of the project is not anticipated to result in accelerated deterioration of existing parkland or recreational facilities that would necessitate the construction or expansion of additional parks or recreational facilities off site. The Project would increase the use of existing parks and recreational facilities within the project area. However, the combination of the proposed open space on site, existing park and recreational facilities in the area, and proposed future recreational facilities within the City would adequately serve future residents of the project site. Additionally, the project developer would be responsible paying applicable development and park impact fees. Such fees for new residential development within the City go toward facilities such as (but not limited to) parks, public facilities, and schools. Therefore, impacts to recreational facilities as a result of project implementation would be **less than significant**.

4.14.5 Mitigation Measures

Impacts related to recreation as a result of project implementation are determined to be **less than significant**, and therefore no mitigation measures are required.

4.14.6 Level of Significance After Mitigation

No significant impacts related to recreation were identified; therefore, no mitigation measures are required. Impacts related to recreation would be **less than significant**.

4.15 Traffic and Circulation

This section describes the existing traffic/circulation setting of the project site, identifies associated regulatory requirements, and evaluates potential impacts related to implementation of the Guajome Lake Homes Project (project or proposed project) in the City of Oceanside (City). The following analysis is based on Vehicles Miles Traveled Analysis (VMT Analysis) and the Draft Local Transportation Assessment (LTA) that were prepared for the proposed project by LOS Engineering Inc., in May 2022. The LTA is included as Appendix K to this EIR and the VMT Analysis is included as Appendix L to this EIR.

4.15.1 Existing Conditions

The 16.78-acre project site is located along Guajome Lake Road in the east-central portion of the City. The City of Vista municipal boundary is located approximately 0.1 miles east of the project site. The project site is located approximately 0.5 miles south of State Route (SR) 76 and approximately 3.4 miles north of SR 78. The project site has a General Plan designation of Single-Family Detached Residential (SFD-R) and a zoning designation of Single-Family Residential – Scenic Park Overlay and Equestrian Overlay (RS-SP-EQ). Areas surrounding the project site comprise residential (north, east, and west of the project site) and open space zones (southwest of the project site). The existing project site is vacant and undeveloped and has been previously disturbed due to construction of adjacent development and infrastructure.

4.15.1.1 Methodology

Vehicle Miles Traveled Approach and Methodology

An assessment was conducted to determine the impacts on VMT for the project. This assessment used methodologies presented within the Governor's Office of Planning and Research (OPR) Technical Advisory¹ developed to assist with implementation of Senate Bill (SB) 743, which resulted in a shift in the measure of effectiveness for determining transportation impacts from level of service (LOS) and vehicular delay to VMT. VMT analyses were required in all California Environmental Quality Act (CEQA) documents as of July 1, 2020.

VMT is defined as the "amount and distance of automobile travel attributable to a project" per CEQA Guidelines Section 15064.3. VMT and VMT/capita or VMT/employee are measures of the use and efficiency of the transportation network and land uses in a region. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT is estimated for a typical weekday for the purposes of measuring transportation impacts.

The City uses the San Diego Traffic Engineers' Council/Institute of Traffic Engineers (SANTEC/ITE) Guidelines for Transportation Impact Studies in the San Diego Region (SANTEC/ITE Guidelines) to establish thresholds and methodology for VMT analysis. Based on the SANTEC/ITE Guidelines (SANTEC/ITE 2019), a VMT analysis is not required by CEQA for projects consistent with the City's adopted General Plan and calculated to generate less than 1,000 average daily trips (ADT). This is based on remaining consistent with the thresholds previously used and with SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (Guide of Vehicular Traffic Generation Rates), published by the San Diego Association of Governments (SANDAG) in 2002. These thresholds are based on the understanding that SANDAG trip generation rates differ from the SANTEC/ITE trip generation rates that OPR's recommendations are based on.

¹ The Governor's Office of Planning and Research changed its name to the Governor's Office of Land Use and Climate Innovation effective July 1, 2024.

The City's adopted General Plan represents the vision and goals the City has for the community. VMT analysis is not needed for projects that support these goals and generate fewer than 1,000 ADT, as noted in Table 3 of the City of Oceanside Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (Oceanside Traffic Guidelines; City of Oceanside 2020). Additionally, per the Oceanside Traffic Guidelines, a VMT analysis is not required for General Plan-conforming projects located within a Transit Priority Area or Smart Growth Opportunity Area as identified in the most recent version (2021) of SANDAG's San Diego Forward: The Regional Plan (Regional Plan). Projects located in a Transit Priority Area must be able to access a transit station (within a 0.5-mile walking distance or 6-minute walk) without discontinuity of sidewalk or obstructions to the route. A qualifying transit stop is defined as one containing an existing transit station served by either bus or rail transit, or as the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A high-quality transit corridor may also be considered if a corridor with fixed route bus service has service intervals no longer than 15 minutes during peak commute hours.

The project is consistent with the General Plan land use designation Single-Family Detached Residential (SFD-R) and is calculated to generate 830 ADT, which would not exceed the 1,000 ADT threshold for further VMT analysis. Therefore, the project is screened out of requiring a transportation VMT analysis (Appendix K).

Local Transportation Analysis Approach and Methodology

A project-specific LTA was prepared to analyze automobile delay and LOS. The LOS analysis was conducted to identify project impacts on roadway operations in the project study area and to recommend project improvements to address noted deficiencies; however, the CEQA impact significance determination for the proposed project is based only on VMT and not on LOS. Under CEQA, LOS or other measures of vehicle capacity or traffic congestion (i.e., traffic delay) are no longer considered in evaluating whether a significant impact on the environment would occur; therefore, the LOS analysis referred to in this section and outlined in Appendix L to this EIR is for informational purposes only. Similarly, trip generation rates and distribution information related to the LOS analysis are presented for informational purposes only.

The proposed project would be consistent with the City's adopted General Plan and would generate less than 1,000 ADT. However, an LTA was prepared consistent with the Oceanside Traffic Guidelines. The project would generate 830 ADT, and the LTA would therefore be rewired to analyze the Existing Conditions, Existing Conditions Plus Project, Existing Conditions Plus Near-Term Cumulative, and Existing Conditions Plus Near-Term Cumulative Project Plus Project.

LOS is the term used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis, taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of a roadway segment or an intersection, and designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS designation is reported differently for signalized and unsignalized intersections, and for roadway segments (Appendix L).

4.15.1.2 Traffic Study Area

The following study area was developed based on the anticipated assignment of proposed project traffic and locations that will carry the most project traffic, per City staff coordination and scoping meetings (Appendix L). The study area meets and exceeds the trip-based criteria from the Oceanside Traffic Guidelines, which state that (City of Oceanside 2020):

- All signalized intersections and project driveways shall be analyzed if the project will add 50 or more new peak-hour trips in either direction.
- All unsignalized intersections and project driveways shall be analyzed if the project will add 50 or more new peak-hour trips in either direction.

The following intersections and street segments were analyzed in the LTA:

Intersections

1. Guajome Lake Road/project driveway

Street Segments

2. Guajome Lake Road along the project frontage to North Melrose Drive

The LTS analyzed the following scenarios:

- Existing Conditions
- Existing Conditions Plus Project
- Existing Conditions Plus Near-Term Cumulative Projects
- Existing Conditions Plus Near-Term Cumulative Projects Plus Project

Intersections

Intersections were analyzed under AM and PM peak-hour conditions. Average vehicle delay was determined using the methodology found in Chapter 18 of the Highway Capacity Manual (HCM; National Academies of Sciences, Engineering, and Medicine 2022), with the assistance of Synchro (Version 10) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection LOS.

Street Segments

The street segment analysis is based on the comparison of daily traffic volumes (ADT), per the City's Circulation Element Roadway Classification LOS and Capacity Table (Table 12 in the Oceanside Traffic Guidelines; City of Oceanside 2020). This table is also included as part of Appendix L; it provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics.

Thresholds for the Determination of the Need for Roadway Improvements

Based on information contained in the Oceanside Traffic Guidelines, Table 4.15-1 indicates when a project's effect on the roadway system is considered to justify the need for roadway improvements. That is, if a project's traffic

impact causes the values in the table to be exceeded, roadway improvements should be considered as follows, on a case-by-case basis:

- Improvements should be consistent with the City's General Plan.
- Improvements for transit, bicycle, and pedestrian facilities should be given priority in Transit Priority Areas or Smart Growth Opportunity Areas identified by SANDAG.
- Projects in Transit Priority Areas or Smart Growth Opportunity Areas identified by SANDAG that are consistent with the General Plan at the time of project application should not be denied due to the inability to provide roadway improvements (e.g., existing right-of-way is constrained).

Table 4.15-1. City of Oceanside Determination of the Need for Roadway Improvements

| Level of Service with Project ^a | Allowable Change due to Project Effect | | | | | |
|--|--|-------------|------------------|-------------|-----------------|-----------------|
| | Freeways | | Roadway Segments | | Intersections | Ramp Metering |
| | V/C | Speed (mph) | V/C | Speed (mph) | Delay (seconds) | Delay (minutes) |
| E and F | 0.01 | 1 | 0.02 | 1 | 2 | 2 |

Source: Table 13 in Determination of the Need for Roadway Improvements, Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (City of Oceanside 2020).

General Notes:

¹ V/C = Volume to Capacity Ratio.

4.15.1.3 Existing Transportation System

Existing Roadway Circulation System

The following is a description of the existing street network in the study area. The roadway classifications are based on field observations and the City Circulation Element.

Guajome Lake Road is classified as a Collector road, south of SR-76 in the City of Oceanside Circulation Element (City of Oceanside 2012). It is currently constructed as a paved two-lane roadway from SR-76. The posted speed limit is 25 mph. Guajome Lake Road is unpaved for 2,000 feet south of Albright Street. Guajome Lake Road does not provide sidewalks or bike lanes. Curbside parking is not permitted.

Existing Bicycle Network

As identified by the California Department of Transportation (Caltrans), the following classes are used to identify bicycle facilities within the City:

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

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

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

There are currently no bike lanes in the vicinity of the project site.

Existing Transit Conditions

The project area is provided transit service via the North County Transit District. There are 12 bus routes operated by North County Transit District in the City. The bus route that operates nearest the project area is Route 303. There are no bus stops within a 0.5-mile walking distance of the project site. The closest bus stop is approximately 1.3 miles away from the project along North Santa Fe Road. A summary of Bus Route 303 and the Sprinter stations are found below.

Route 303 has endpoints at the Vista Transit Center and the Oceanside Transit Center. Route 303 serves the following corridors near the project site: Mission Avenue, Douglas Drive, North River Road, and North Santa Fe Avenue.

Sprinter hybrid rail service operates east/west between endpoints at Escondido Transit Center and the Oceanside Transit Center on all weekdays, except holidays. The nearest trolley stop is at Melrose Drive, 1.67 miles south of the project site.

4.15.1.4 Existing Traffic Volumes

Daily segment counts and peak-hour (7:00 to 9:00 AM and 4:00 to 6:00 PM) traffic volumes were conducted on April 14, 2022, within the project study area. Additionally, Figure 8 in Appendix K shows the existing traffic volumes.

Intersections

An intersection LOS analysis was prepared for the Existing Conditions. Table 4.15-2 shows the results of the Existing Conditions LOS analysis. Under Existing Conditions, the project site is primarily undeveloped with the exception of a single-family residence and a metal storage shed located in the northwestern portion of the property, with an unpaved driveway leading to these buildings from Guajome Lake Road. The project driveway does not currently exist under Existing Conditions. The study intersection does not currently exist; therefore, no LOS is reported.

Table 4.15-2. Existing Conditions Intersection Operations

| No. | Intersection | Movement | AM Peak | | PM Peak | |
|-----|---|----------|--------------------|-----|--------------------|-----|
| | | | Delay ^a | LOS | Delay ^a | LOS |
| 1 | Guajome Lake Road at Project Driveway (U) | SB | DNE | N/A | DNE | N/A |

Source: Appendix L, Vehicle Mile Traveled Analysis.
Notes: LOS = level of service; U = unsignalized; SB = southbound; DNE = does not exist; N/A: not applicable.
^a Delay = Highway Capacity Manual Average Control Delay, expressed in seconds per vehicle.

Roadway Segments

A roadway segment LOS analysis was prepared for Existing Conditions. Road classification information was provided by the City of Oceanside Circulation Element. Although Guajome Lake Road is classified in the Circulation Element as a Collector road south of SR-76 (City of Oceanside 2012), it is an unpaved roadway south of Albright Street. The lowest functional classification of Local Street was applied for analysis of this segment of Guajome Lake Road. As shown in Table 4.15-3, all the study area roadway segments are calculated to currently operate acceptably at LOS C or better.

Table 4.15-3. Existing Conditions Street Segment Operations

| Street Segment | Jurisdiction | Functional Classification | Capacity (LOS E) ^a | Existing | | |
|------------------------------|-------------------|---------------------------|-------------------------------|----------|-----|-------|
| | | | | DV | LOS | V/C |
| Guajome Lake Road | | | | | | |
| Southeast of Albright Street | City of Oceanside | Local Street | 2,200 | 744 | C | 0.338 |

Source: Appendix L, Vehicle Mile Traveled Analysis.

Notes: DV = daily (24-hour) volume; LOS = level of service; V/C = volume to capacity ratio.

^a Capacities based on Circulation Element Table 3-3: Circulation Element Roadway Classification LOS and Capacity (City of Oceanside 2012).

Cumulative Projects

Cumulative projects are other projects in the study area that would add traffic to the local circulation system in the near future. Based on information from City staff, no cumulative projects were identified that would add to traffic to Guajome Lake Road southeast of Albright Street. For purposes of analysis, a 1% growth factor was added to existing volumes to represent cumulative volumes. Additionally, Figure 12 in Appendix K shows the Cumulative Projects Only traffic volumes on the existing street network.

4.15.2 Regulatory Setting

State

California Department of Transportation

Caltrans is the primary state agency responsible for transportation issues. One of its duties is the construction and maintenance of the state highway system. Caltrans has established standards for roadway traffic flow and has developed procedures to determine if intersections require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and LOS at such facilities, Caltrans may recommend measures to mitigate the traffic impacts.

Assembly Bill 1358 – California Complete Streets Act of 2008

As of January 1, 2011, the California Complete Streets Act of 2008 (Assembly Bill 1358) requires circulation elements to accommodate the transportation system from a multimodal perspective, including public transit, walking, and biking, which have traditionally been marginalized in comparison to cars in contemporary urban planning in the United States.

Senate Bill 743, California Environmental Quality Act Guidelines Update

In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package, including Guidelines Section 15063.4, which implements SB 743. SB 743 required new metrics for analyzing transportation impacts under CEQA to provide an alternative to LOS. Measurements of transportation

impacts may include VMT,² VMT per capita, automobile trip generation rates, or automobile trips generated. In most cases, a project's effect on automobile delay will no longer constitute a significant environmental impact.³

The justification for this paradigm shift is that when significant impacts are identified under LOS and delay-based analyses, the mitigation is often to provide road improvements, which increase roadway capacity that inherently accommodates more vehicular traffic, resulting in additional greenhouse gas emissions. In contrast, under a VMT-based analysis, mitigation typically takes the form of strategies intended to reduce rather than accommodate traffic, thereby reducing vehicle emissions. Lead agencies were tasked to transition to the new guidelines and establish thresholds for transportation impacts no later than July 1, 2020.

Local

City of Oceanside General Plan Circulation Element and Master Transportation Roadway Plan

As required by state law, the City has included and adopted a Master Transportation Roadway Plan as part of its General Plan. In tandem with the other elements of the City's General Plan, the Master Transportation Roadway Plan creates and addresses goals and policies as they related to the City's transportation system. The Master Transportation Roadway Plan, a subsection of the Circulation Element, focuses on maintaining and improving the City's roadways that compose the transportation network by providing service standards, objectives, and policies (City of Oceanside 2012). Applicable General Plan goals and their corresponding policies are outlined in Table 4.10-1 in Section 4.10, Land Use, of this EIR.

SANDAG's San Diego Forward: The Regional Plan

SANDAG's Regional Plan combines the region's two most important existing planning documents, the Regional Comprehensive Plan and the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The Regional Comprehensive Plan, adopted in 2004, laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The plan covered eight policy areas, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, borders, and social equity. These policy areas were addressed in the 2050 RTP/SCS and are now fully integrated into the Regional Plan.

The SANDAG Board of Directors adopted the Regional Plan on December 10, 2021. The Regional Plan is a 30-year plan that considers growth, movement, and residential location around the region. The Regional Plan combines the RTP/SCS and Regional Comprehensive Plan. As such, the Regional Plan must comply with specific state and federal mandates. These include an SCS, per California SB 375, that achieves greenhouse gas emissions reduction targets set by the California Air Resources Board, compliance with federal civil rights requirements (Title VI), environmental justice considerations, air quality conformity, and public participation (SANDAG 2021).

Congestion Management Program

The 2008 Congestion Management Program for San Diego County was developed to meet the requirements of Section 65089 of the California Government Code. Since that time, the local agencies within San Diego County have elected to opt out of the Congestion Management Program requirements, as allowed within the Government Code. As such, there are no Congestion Management Program-specific requirements associated with this project.

² Vehicle miles traveled refers to the amount and distance of automobile travel attributable to a project.

³ Senate Bill 743 also amends congestion management law to allow cities and counties to opt out of level of service standards within certain infill areas (Governor's Office of Planning and Research 2024).

However, to ensure the region's continued compliance with the federal congestion management process, SANDAG has prepared the Regional Plan in compliance with 23 Code of Federal Regulations 450.320. The Regional Plan incorporates performance monitoring and measurement of the regional transportation system, multimodal alternatives to single-occupancy vehicles, land use impact analysis, congestion management tools, and integration with the Regional Transportation Improvement Program process.

City of Oceanside General Plan – Circulation Element

The City's General Plan contains a Circulation Element intended to guide the development of the local circulation system in a manner compatible with the General Plan Land Use Element. To help meet traffic demands and achieve balanced growth, the City has set the following goals related to traffic (City of Oceanside 2012):

Goal 1: A multimodal transportation system, which allows for the efficient and safe movement of all people and goods and which meets current demands and future needs of the population and projected land uses with minimal impact to the environment.

Goal 2: Alternative modes of transportation to reduce the dependence on the automobile.

Goal 3: Alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.

Goal 4: A citywide transportation system that integrates with the regional transportation system.

Goal 5: A multimodal transportation system that creates a balance with preserving community values and maintaining public acceptance.

City of Oceanside Bicycle Master Plan

The City created a Bicycle Master Plan, which was approved in December 2008 and updated in 2017. The City of Oceanside Bicycle Master Plan is included as a sub-element of the City's General Plan Circulation Element and Recreational Trails Element. The Bicycle Master Plan intends to establish facilities for the City's bikeway system that could integrate with the existing San Diego County bikeway system and maximize efficiency between mass transit and bikeways. The City developed the following goal categories to create fundamental criteria for the City's bikeway system, including: (1) Popular, (2) Systemic, (3) Destination-Oriented, (4) Safe, (5) Designed to Standards, (6) Maintained, (7) Minimize Liability Exposure, (8) Minimize Cost, (9) Environmentally Sensitive, and (10) Educational (City of Oceanside 2017).

4.15.3 Thresholds of Significance

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

- a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).
- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- d. Result in inadequate emergency access.

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

Vehicle Level of Service

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

As described above, the City uses the SANTEC/ITEC Guidelines for the determination of significance of vehicular traffic impacts. Per these guidelines, LOS D or better is considered acceptable (SANTEC/ITE 2019). Significance thresholds are shown in Table 4.15-1. If the project's traffic impact causes the value in this table to be exceeded, it is determined to be a significant project impact.

Multimodal Plan Consistency

The multimodal consistency analysis shall be based on consistency with the Circulation Element. The Circulation Element goals and policies are aimed at incorporating Complete Streets throughout the City transportation network that serve all users of streets, roads, and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or using transit. If the project does not comply with an aspect of the Circulation Element, then further review would be necessary to determine if a potential physical significant impact would result.

CEQA Consistency

An assessment was conducted to determine the impacts on VMT for the project. This assessment utilizes methodologies presented within the OPR Technical Advisory developed to assist with implementation of SB 743, which resulted in a shift in the measure of effectiveness for determining transportation impacts from LOS and vehicular delay to VMT. VMT analyses are required in all CEQA documents as of July 1, 2020.

The City uses the SANTEC/ITE Guidelines to establish thresholds and methodology for VMT analysis. Based on the SANTEC/ITE recommendations for the San Diego region, a VMT analysis for CEQA is not required for projects consistent with the City's adopted General Plan and calculated to generate less than 1,000 ADT (SANTEC/ITE 2019). This is based on keeping consistent with the thresholds previously used and with SANDAG's Guide of Vehicular Traffic Generation Rates (2002). These thresholds are based on the understanding that SANDAG trip generation rates differ from the SANTEC/ITE trip generation rates that OPR's recommendations are based on.

The City's adopted General Plan represents the vision and goals the City has for the community. VMT analysis is not needed for projects that support these goals and generate fewer than 1,000 ADT, as noted in Table 3 in the Oceanside Traffic Guidelines (City of Oceanside 2020). The project is consistent with the City's adopted General Plan and is calculated to generate more than 1,000 ADT, as further discussed in Section 4.15.4. Therefore, a Transportation VMT CEQA Analysis is required and is discussed below.

Geometric Design and Emergency Access

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

4.15.4 Impacts Analysis

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

The project site is located on a vacant lot surrounded by existing residential development and open space. As described in Chapter 3 of this EIR, Project Description, the project includes 83 single-family residences on the 16.78-acre project site. No existing pedestrian, bicycle, or transit facilities are located in the immediate project area. Both entrances to the project site are located at the project frontage along Guajome Lake Road. The proposed single-family development would be connected by a private loop road within the project site. Road improvements as part of project development would include the paving of and realignment of Guajome Lake Road for the length of the project property frontage, connecting to Albright Street. Additionally, road improvements would involve 40-foot-wide curb to curb improvements including a 5.0-foot-wide parkway and a 5.0-foot-wide sidewalk. The internal private road would be 28–32 feet wide with 5-foot-wide sidewalks. Circulation and emergency access drives have been designed in consultation with Oceanside Fire Department staff to provide 28-foot minimum widths with designated truck turnarounds and key staging areas throughout the project site. The project would provide two-car garages for each single-family home, which would each include a full driveway for guest parking.

Pedestrian access within the site would be provided by 5-foot-wide sidewalks along the internal private loop. Sidewalks would also be constructed along the project frontage. Immediately adjacent to the project site is Guajome Regional Park, which includes several different trails. Santa Fe Trail is located approximately 0.22 miles east of the site off of Guajome Lake Road to the south.

The project area is provided transit service via North County Transit District. There are 12 bus routes operated by North County Transit District in the City. The closest stations to the project site are the Santa Fe Ave and Darwin Drive Sprinter Stations located approximately 1.6 miles south of the project site. Bus stops are located along North Santa Fe Avenue, south of Guajome Regional Park.

Construction of the proposed project would have the potential to create temporary traffic impacts through the generation of construction-related traffic (construction worker vehicles; vendor and haul trucks) to and from the project site. Currently, Guajome Lake Road is an unpaved dirt road from Albright Street to just east of Old County Road. This area is currently not up to fire code standards, but as described in Chapter 3, the project implementation would include paving this road and ensuring that the road is up to fire code standards. The paving of the road would result in temporary road closure during the paving process. The project would be required to implement a traffic management plan as a condition of approval to ensure proper emergency access to the project site and surrounding area during project construction. The remainder of the project would not require the full closure of any public streets or roadways during construction or operations and would not impede access of emergency vehicles to the project site or any

surrounding areas. Further, the project would provide all required emergency access in accordance with the requirements of the Oceanside Fire Department.

As described in Section 4.15.1 above, a project-specific LTA was prepared for the project that analyzes automobile delay and LOS. The LOS analysis was conducted to identify project effects on the roadway operations in the project study area and to recommend project improvements to address noted deficiencies; however, the CEQA impact significance determination for the proposed project is based only on VMT and LOS. The proposed project is consistent with the City’s General Plan land use designation for the project site and would generate less than 1,000 ADT and therefore would be screened out of requiring a transportation VMT analysis. Therefore, an LTA was prepared, consistent with the Oceanside Traffic Guidelines. The findings of the LTA prepared for the project are described herein.

Proposed Project Trip Generation

Trip generation estimates for the proposed project are based on daily and AM and PM peak-hour trip generation rates obtained from the SANDAG Guide of Vehicular Traffic Generation Rates (SANDAG 2002), which are the generation rates used for traffic analysis in the City and elsewhere in the region. The Residential, Single Family dwelling unit trip rate (average 10 ADT/dwelling unit) was used to estimate the project trip generation. The project is calculated to generate 830 ADT (Appendix K). Please refer to Table 4.15-4 below.

Table 4.15-4. Project Trip Generation

| Use | Quantity | Daily Trip Ends (ADT) | | AM Peak Hour | | | | | PM Peak Hour | | | | |
|--------------------------|----------|-----------------------|--------|--------------|--------------|--------|-----|-------|--------------|--------------|--------|-----|-------|
| | | Rate ^a | Volume | % of ADT | In:Out Split | Volume | | | % of ADT | In:Out Split | Volume | | |
| | | | | | | In | Out | Total | | | In | Out | Total |
| Residential – Apartments | 83 DU | 10/DU | 830 | 8% | 3:7 | 20 | 46 | 66 | 10% | 7:3 | 58 | 25 | 83 |

Source: Appendix K, Draft Local Transportation Assessment.

Notes: ADT = average daily trips; DU = dwelling unit.

^a Trip generation rate for single-family residences from the San Diego Association of Government (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (SANDAG 2002).

Proposed Project Trip Distribution/Assignment

Project traffic was distributed to the street system based on existing traffic patterns in the area and the project’s proximity to freeways and arterials, locations of retail, places of employment, schools, and other shopping opportunities. Figures 9, 10, and 11 in Appendix K show the project distribution, project volumes, and Existing Plus Project traffic volumes, respectively.

Existing Plus Project Conditions

Intersections

Table 4.15-5 summarizes the peak-hour intersection operations under the Existing Plus Project Conditions in the study area. As shown, the study area intersection would operate acceptably at LOS A during the AM and PM peak

hours with the addition of project-generated trips; therefore, based on the City’s traffic thresholds and methodology, summarized in Section 4.15.1.1 above, roadway improvements are not required.

Table 4.15-5. Existing Plus Project Intersection Operations

| Intersection | Control Type | Peak Hour | Existing | | Existing Plus Project | | Change in Delay ^b | Improvement Required? ^c |
|---------------------------------------|--------------|-----------|--------------------|-----|-----------------------|-----|------------------------------|------------------------------------|
| | | | Delay ^a | LOS | Delay | LOS | | |
| Guajome Lake Road at Project Driveway | U | AM | DNE | N/A | 9.5 | A | N/A | No |
| | | PM | DNE | N/A | 9.1 | A | N/A | |

Source: Appendix L, Vehicles Miles Traveled Analysis.

Notes: LOS = level of service; U = unsignalized; DNE = does not exist; N/A = not applicable.

^a Delay = Highway Capacity Manual Average Control Delay, expressed in seconds per vehicle.

^b Change in Delay = the increase in delay due to project implementation.

^c Direct impact if project-generated traffic exceeds threshold.

Street Segments

Table 4.15-6 summarizes the Existing Plus Project street segment operations along the study area roadways. As shown, the study area street segment is calculated to continue to operate acceptably at LOS C with the addition of project-generated trips. Based on the City’s traffic thresholds and methodology, roadway improvements are not required.

Table 4.15-6. Existing Plus Project Street Segment Operations

| Street Segment | Jurisdiction | Functional Capacity | Capacity (LOS C) ^a | Existing | | | Existing Plus Project | | | Change in V/C ^b | Improvement Required? |
|----------------------------|--------------|---------------------|-------------------------------|----------|-----|-------|-----------------------|-----|-------|----------------------------|-----------------------|
| | | | | ADT | LOS | V/C | ADT | LOS | V/C | | |
| Guajome Lake Road | | | | | | | | | | | |
| North of Meadowbrook Drive | Oceanside | Local Street | 2,200 | 744 | C | 0.338 | 415 | C | 0.527 | 0.189 | No |

Source: Appendix K, Draft Local Transportation Assessment.

Notes: LOS = level of service; ADT = average daily traffic; V/C = volume to capacity ratio.

^a Capacities based on Circulation Element Table 3-3: Circulation Element Roadway Classification LOS and Capacity (City of Oceanside 2012).

^b Change in V/C = increase in V/C due to project.

Near-Term Conditions

The analysis of study area intersections and street segments under Near-Term Conditions without and with the proposed project is outlined below. Near-Term Without Project traffic volumes were calculated by adding the Cumulative Projects traffic volumes to the Existing traffic volumes. Near-Term Plus Project traffic volumes were calculated by then adding the Project traffic volumes.

Near-Term Without Project Conditions

Intersections

Table 4.15-7 summarizes the peak-hour intersection operations under Near-Term and Near-Term Plus Project Conditions. As shown, the study area intersections are calculated to operate acceptably at LOS A or better during the AM and PM peak hours without the addition of project-generated trips.

Table 4.15-7. Near-Term Intersection Operations

| Intersection | Control Type | Peak Hour | Near-Term | | Near-Term Plus Project | | Change in Delay ^b | Improvement Required? ^c |
|---------------------------------------|--------------|-----------|--------------------|-----|------------------------|-----|------------------------------|------------------------------------|
| | | | Delay ^a | LOS | Delay | LOS | | |
| Guajome Lake Road at Project Driveway | U | AM | DNE | N/A | 9.5 | A | N/A | No |
| | | PM | DNE | N/A | 9.1 | A | N/A | |

Source: Appendix K, Draft Local Transportation Assessment.

Notes: LOS = level of service; U = unsignalized; DNE = does not exist; N/A = not applicable.

^a Delay = Highway Capacity Manual Average Control Delay, expressed in seconds per vehicle.

^b Change in Delay = the increase in delay times due to project-generated traffic.

^c Impact if project traffic exceeds threshold.

Street Segments

Table 4.15-8 summarizes the Near-Term street segment operations along the study area roadways. As shown, the study area street segments are calculated to operate acceptably at LOS D or better without the addition of project-generated trips.

Table 4.15-8. Near-Term Street Segment Operations

| Street Segment | Functional Capacity | Capacity (LOS C) ^a | Near-Term | | | Near-Term Plus Project | | | Change in V/C ^b | Improvement Required? |
|--------------------------|---------------------|-------------------------------|-----------|-----|-------|------------------------|-----|-------|----------------------------|-----------------------|
| | | | ADT | LOS | V/C | ADT | LOS | V/C | | |
| Guajome Lake Road | | | | | | | | | | |
| South of Albright Street | Local Street | 2,200 | 751 | C | 0.341 | 1,166 | C | 0.530 | 0.189 | No |

Source: Appendix K, Draft Local Transportation Assessment.

Note: ADT = average daily traffic volumes; LOS = level of service; V/C = volume to capacity ratio.

^a Capacity at which the roadway currently functions and based on City of Oceanside (City of Oceanside 2012) and City of Vista Roadway Classification Tables, as appropriate.

^b Change in V/C = the increase in V/C due to project.

Near-Term with Project Conditions

Intersections

As shown in Table 4.15-7 above, the study area intersections are calculated to operate acceptably at LOS A or better during the AM and PM peak hours with and without the addition of project trips; therefore, based on the City's traffic thresholds and methodology, roadway improvements are not required.

Street Segments

As shown in Table 4.15-8 above, the study area street segments are calculated to operate acceptably at LOS D or better with and without the addition of project-generated trips; therefore, based on the City's traffic thresholds and methodology, roadway improvements are not required.

In conclusion, pedestrian, bicycle, transit, and traffic study elements were analyzed based on the Oceanside Traffic Guidelines (Appendix K). The LTA analyzed four scenarios: Existing, Existing Plus Project, Near Term, and Near Term Plus Project. The LTA determined that the project would not result in traffic impacts as defined in the Oceanside Traffic Guidelines. Therefore, no off-site improvements are recommended. Nonetheless, as part of the project, Guajome Lake Road would be paved and realigned along the project frontage, and additional road improvements would be implemented, as discussed above. The project would be required to implement a traffic management plan to ensure proper emergency access to the project site and surrounding area during project construction as a condition of approval. Therefore, based on the findings above and the design features to be implemented by the project, implementation of the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts are determined to be **less than significant**.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

As described in Section 4.15.3 above, an assessment was conducted to determine the impacts on VMT for the project. This assessment utilizes methodologies presented within the OPR Technical Advisory developed to assist with implementation of SB 743, which resulted in a shift in the measure of effectiveness for determining transportation impacts from LOS and vehicular delay to VMT. VMT analyses are required in all CEQA documents as of July 1, 2020.

The City uses the SANTEC/ITE Guidelines to establish thresholds and methodology for VMT analysis. Based on the recommendations of the SANTEC/ITE Guidelines (SANTEC/ITE 2019), a VMT analysis for CEQA is not required for projects that are calculated to generate less than 1,000 Average Daily Trips (ADT) and are consistent with the adopted General Plan, as noted in the Oceanside Traffic Guidelines (City of Oceanside 2020). The project is consistent with the City's adopted General Plan and is calculated to generate 830 ADT, which is less than the 1,000 ADT threshold required for further VMT analysis (Appendix L). Therefore, the project is screened out and further VMT analysis is not required, and impacts are determined to be **less than significant**.

c) 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)?

As described above and in Chapter 3 of this EIR, the project site is located along Guajome Lake Road. Currently, Guajome Lake Road is an unpaved dirt road from Albright Street to just east of Old County Road. This area is currently not up to fire code standards, but as described in Chapter 3, project implementation would include paving this road and ensuring it is up to fire code standards. Additionally, road improvements would include 40-foot curb to curb improvements, including a 5.0-foot-wide parkway and a 5.0-foot-wide sidewalk. The internal private loop road would be 28–32 feet wide, with 5-foot-wide sidewalks. Circulation and emergency access drives have been designed in consultation with Oceanside Fire Department staff to provide 28-foot minimum widths, with designated truck turnarounds and key staging areas throughout the project site.

The project does not propose any sharp curves or dangerous intersections that could result in the potential for increased hazards. All proposed circulation and vehicle use on site would be typical of a single-family residential development. Additionally, final project plans would be subject to City and Oceanside Fire Department review to ensure adequate access points and mobility. For these reasons, impacts are determined to be **less than significant**.

d) Would the project result in inadequate emergency access?

The project would provide two access points for emergency responders along the southern boundaries of the project site along Guajome Lake Road. Currently, Guajome Lake Road is an unpaved dirt road from Albright Street to just east of Old County Road. This area is currently not up to fire code standards, but as described in Chapter 3, project implementation would include paving this road and ensuring that the road is up to fire code standards. The paving of the road would result in temporary road closure during the paving process. The project would be required to implement a traffic management plan to ensure proper emergency access to the project site and surrounding area during project construction. The remainder of the project would not require the full closure of any public streets or roadways during construction or operations and would not impede access of emergency vehicles to the project site or any surrounding areas. Further, the project would provide all required emergency access in accordance with the requirements of the Oceanside Fire Department.

The project would not conflict with regional or City emergency response plans, and the project site would have adequate emergency access. Final site plans for the project would be subject to review by the Oceanside Fire Department prior to project development. Therefore, the proposed project would not result in inadequate emergency access, and impacts would be **less than significant**.

4.15.5 Mitigation Measures

Impacts related to traffic and circulation as a result of project implementation are determined to be **less than significant**; therefore, no mitigation measures are required.

4.15.6 Level of Significance After Mitigation

No substantial impacts related to traffic and circulation were identified; therefore, no mitigation measures are required. Impacts related to traffic and circulation would be **less than significant**.

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4.16 Tribal Cultural Resources

This section describes the existing setting for Tribal Cultural Resources (TCRs), identifies associated regulatory requirements, evaluates potential impacts, and establishes mitigation measures related to implementation of the Guajome Lake Homes Project (proposed project or project). This analysis is based on the Cultural Resources Inventory Report prepared for the proposed project by Dudek in October 2022, which is included as Appendix D to this environmental impact report (EIR), and on Assembly Bill (AB) 52 consultation between the City of Oceanside (City) and interested tribes.

4.16.1 Existing Conditions

The approximately 16.78-acre project site is currently a disturbed, partially vacant property with an existing residence. The cultural study area (or area of potential effect [APE]) includes the entire project property. Much of the project site appears to have been previously disturbed. The project site has been previously impacted by grading and land development on adjacent parcels. The project site shows signs of disturbances related to previous grading, recent Sprinter construction staging, evidence of illegal dumping, and evidence of moving activities. There is an existing residence located just south of the creek. Vegetation within the project APE includes primarily non-native grasslands and disturbed areas. Ornamental plantings occur along the southeastern edge of the site, bordering an existing residential development, and small isolated patches of coastal sage scrub exist in the western and northwestern portions of the project APE.

Based on the field observations and review of geologic maps, the project site is underlain by a thin layer of quaternary alluvium over Santiago Formation. Quaternary alluvium was encountered in test pits located in the southwestern sections of the APE, up to 2 feet deep from existing grades, and the alluvium was observed to be confined to the natural drainage swales. Quaternary-age colluvium was encountered generally 1–2 feet thick throughout the APE. Tertiary-age Santiago Formation was encountered in all the test pits to the full depth of exploration, which ranged from approximately 1–8 feet below existing grades (Appendix D).

South Coastal Information Center Records Search Results

As described in Section 4.4, Cultural Resources, of this EIR, a records search of the project APE and the surrounding 1-mile radius around the project was conducted by Dudek staff at the South Coastal Information Center to identify previously discovered archaeological sites in the APE, and a Sacred Lands File search was requested from the Native American Heritage Commission (NAHC) to list potentially sacred or ceremonial sites or landforms on or near the project site.

The South Coastal Information Center records search revealed that no cultural resources have been previously recorded within the APE. The records search did identify 23 cultural resources and 15 historic-era addresses previously recorded within the 1-mile-radius search buffer of the APE. Of the total 23 resources identified within the 1-mile buffer, 17 are prehistoric resources, 3 are historic-era resources, 2 are multi-component sites, and 1 is a prehistoric isolate. No historic-era addresses have been recorded within the APE.

Native American Heritage Commission and Tribal Correspondence

As described in Section 4.4 of this EIR, a search of the NAHC Sacred Lands File was requested by Dudek on February 28, 2022, for the APE. The Sacred Lands File consists of a database of known Native American resources. These

resources may not be included in the South Coastal Information Center database because TCRs information is not typically housed at Information Centers. The NAHC replied on April 15, 2022, with positive results; however, the response does not state if TCRs are located within the APE or if they are instead within the search buffer. The NAHC also recommended contacting the La Jolla Band of Luiseño Indians and the San Luis Rey Band of Mission Indians for more information. Outreach letters were mailed on April 15, 2022, to all Native American group representatives included on the NAHC contact list (Appendix D).

The purpose of these letters is to solicit additional information relating to Native American resources that may be impacted by the project. Native American representatives were requested to define a general area where known resources intersect the APE. Four responses have been received to date. A response was received from the San Luis Rey Band of Mission Indians on April 26, 2022, stating that they are aware of cultural resources in close proximity to the proposed project and that they recommend including a Luiseño Native American Monitor during all ground-disturbing activities. A response was received from the Rincon Band of Luiseño Indians (Rincon Band) on May 3, 2022, stating that they recommend conducting a cultural resources study that includes a records search and survey of the property. A response was received from the Pechanga Band of Luiseño Indians on May 5, 2022, stating that the project is located within their Ancestral Territory and that they have knowledge of two Luiseño Traditional Cultural Properties and four Ancestral Placenames located within proximity to the project. They recommended monitoring by a San Diego County (County)-qualified archaeologist and a professional Pechanga Tribal Monitor during earthmoving activities due to the possibility of recovering subsurface resources during ground-disturbing activities. A response was received on June 16, 2022, by the San Pasqual Band of Mission Indians stating that the project site is within their Traditional Use Area and that they would like to engage in consultation. These letters have been forwarded to the City. No other communications between Dudek and the tribes has occurred since then. The NAHC correspondence is included in Appendix D.

In compliance with AB 52, the City, as lead agency, is responsible for conducting government to government consultation with pertinent tribal entities.

Intensive Pedestrian Survey

As described in Section 4.4 of this EIR, the current intensive pedestrian field survey was conducted by a Dudek archaeologist on March 11, 2022. A Saving Sacred Sites Native American Monitor, Jessica Alexander, participated in the survey. All survey work was conducted employing standard archaeological procedures and techniques consistent with the Secretary of the Interior Standards. The pedestrian field survey utilized 15-meter-interval survey transects conducted in a northeast–southwest direction (paralleling the APE boundary), for approximately 75% of the APE. Exposed ground surface areas, such as vegetation clearings, cut banks, and rodent burrows/spoils were inspected for potential subsurface deposits and sediment conditions. Where transects were not feasible (such as slopes greater than 25°), transects were not utilized. Instead, a mixed approach (opportunistic survey) was utilized, selectively examining terraces, ridges, potential rock outcrops where possible, and areas of exposed ground surface. Approximately 25% of the APE used a mixed approach, due to the steep slopes and dense vegetation located within the northernmost portions of the area.

The APE is located on a hill, and the northeastern portion of the APE has a 45° slope facing northeast. In addition, a drainage runs through the northeastern portion of the APE. Due to the slope degree and dense vegetation, an opportunistic survey was used. Ground visibility was poor throughout the entire APE due to various levels of ground-covering surface vegetation. Vegetation covered approximately 90% of the ground surface and consisted of grass, coastal sage scrub, palm trees, poison oak, and riparian habitat associated with the drainage. Disturbances such

as bioturbation (i.e., rodent burrowing holes) were observed throughout the APE. The rodent spoils were searched for potential subsurface artifacts or other cultural materials, and no artifacts were identified.

No artifacts or features were identified during this survey. One historic-age structure was identified on the northwestern portion of the project. This structure is considered a built environment resource and is addressed in a separate built environment study for the project by Dudek (Appendix E, Built Environment Inventory and Evaluation Report).

4.16.2 Regulatory Setting

Federal

National Historic Preservation Act

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

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of projects on historic properties (resources included in or eligible for the National Register of Historic Places [NRHP]). It also gives the Advisory Council on Historic Preservation and the State Historic Preservation Offices an opportunity to consult.

Executive Order 11593, Protection and Enhancement of the Cultural Environment

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

National Register of Historic Places

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

- The property is associated with events that have made a significant contribution to the broad patterns of our history.
- The property is associated with the lives of persons significant to our past. Eligible properties based on this criterion are generally those associated with the productive life of the individual in the field in which the person achieved significance.

- The property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components lack individual distinction.
- The property has yielded, or is likely to yield, information important to prehistory or history.

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

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

State

California Register of Historical Resources

Under the California Environmental Quality Act (CEQA), the term “historical resource” includes but is not limited to “any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California” (California Public Resources Code Section 5020.1[j]). In 1992, the California legislature established the California Register of Historical Resources (CRHR) “to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change” (California Public Resources Code Section 5024.1[a]). A resource is eligible for listing in the CRHR if the State Historical Resources Commission determines that it is a significant resource and that it meets any of the following NRHP criteria:

- Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Associated with the lives of persons important in our past.
- 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.
- Has yielded, or may be likely to yield, information important in prehistory or history (California Public Resources Code Section 5024.1[c]).

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

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historical resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing on the NRHP are automatically listed on the CRHR, as are the state landmarks and

points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys. The State Historic Preservation Officer maintains the CRHR.

California Environmental Quality Act

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

1. California Public Resources Code Section 21083.2(g): Defines “unique archaeological resource.”
2. California Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5(a): Define historical resources. In addition, CEQA Guidelines Section 15064.5(b) defines the phrase “substantial adverse change in the significance of an historical resource;” it also defines the circumstances when a project would materially impair the significance of a historical resource.
3. California Public Resources Code Section 5097.98 and CEQA Guidelines Section 15064.5(e): Set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
4. California Public Resources Code Sections 21083.2(b) and (c) and CEQA Guidelines Section 15126.4: Provide information regarding the mitigation framework for archaeological and historical resources, including options of preservation-in-place mitigation measures; preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

Under CEQA, a project may have a significant effect on the environment if it may cause “a substantial adverse change in the significance of an historical resource” (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[b]). If a site is either listed or eligible for listing in the CRHR, or if it is included in a local register of historical resources or identified as significant in a historical resources survey (meeting the requirements of California Public Resources Code Section 5024.1[q]), it is a “historical resource” and is presumed to be historically or culturally significant for purposes of CEQA (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[a]). The lead agency is not precluded from determining that a resource is a historical resource even if it does not fall within this presumption (California Public Resources Code Section 21084.1; CEQA Guidelines Section 15064.5[a]).

A “substantial adverse change in the significance of an historical resource” reflecting a significant effect under CEQA means “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (CEQA Guidelines Section 15064.5[b][1]; California Public Resources Code Section 5020.1[q]). In turn, the significance of a historical resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of

the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

Native American Historic Cultural Sites (California Public Resources Code Section 5097 et seq.)

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

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

Assembly Bill 52

California AB 52, which took effect July 1, 2015, establishes a consultation process between California Native American tribes and lead agencies to address tribal concerns regarding project impacts and mitigation to TCRs. Public Resources Code Section 21074(a) defines TCRs and states that a project that has the potential to cause a substantial adverse change to a TCR is a project that may have an adverse effect on the environment. A TCR is defined as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is either:

1. Listed or eligible for listing in the CRHR or a local register of historical resources
2. Determined by a lead agency to be a TCR.

California Native American Graves Protection and Repatriation Act

The California Native American Graves Protection and Repatriation Act (25 USC, Chapter 32), enacted in 2001, requires all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The act also provides a process for the identification and repatriation of these items to the appropriate tribes.

California Health and Safety Code Section 7050.5

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains can occur until the county coroner has examined the remains (Section 7050.5b). If the coroner determines or has

reason to believe that the remains are those of a Native American, the coroner must contact the NAHC within 24 hours (Section 7050.5c). The NAHC will notify the most likely descendant (MLD), and with the permission of the landowner, the MLD may inspect the site of discovery. The inspection must be completed within 24 hours of notification of the MLD by the NAHC. The MLD may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

Local

City of Oceanside General Plan

Cultural resources are addressed in the Environmental Resource Management Element and the Land Use Element of the Oceanside General Plan. The Environmental Resource Management Element identifies several important cultural sites, including the nearby Mission San Luis Rey, and encourages preservation of such sites when planning development. Specifically, the Environmental Resource Management Element has the following objective for cultural sites (City of Oceanside 1975):

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

In order to achieve this objective, the City will:

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

The Land Use Element provides designations for historic areas in order to preserve cultural resources. The Land Use Element states the following policy relevant to historic sites (City of Oceanside 1989):

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

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

- 3.2A: The City shall encourage open space land use designations and open space land use designations and open space zoning or open space easements for the preservation of cultural resources.
- 3.2B: The City shall encourage the acquisition, restoration, and/or maintenance of significant cultural resources by private organizations.
- 3.2C: Cultural resources that must remain in-situ to preserve their significance shall be preserved intact and interpretive signage and protection shall be provided by project developers.

3.2D: An archaeological survey report shall be prepared by a Society of Professional Archaeologists certified archaeologist for a project proposed for grading or development if any of the following conditions are met:

1. The site is completely or largely in a natural state;
2. There are recorded sites on nearby properties;
3. The project site is near or overlooks a water body (creek, stream, lake, freshwater lagoon);
4. The project site includes large boulders and/or oak trees; or
5. The project site is located within a half-mile of Mission San Luis Rey.

City of Oceanside Historic Preservation Ordinance

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

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

4.16.3 Thresholds of Significance

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

- a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
 - ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

4.16.4 Impacts Analysis

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or***
- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

Under California's AB 52, TCRs are defined as archaeological resources eligible for or listed in the CRHR, or resources that the lead agency determines to be a TCR with a substantial burden of evidence. To date, no TCRs have been identified that would be impacted by project implementation.

In compliance with AB 52, the City, as lead agency, is responsible for conducting government to government consultation with pertinent tribal entities. An AB 52 consultation request was received from Rincon Band on October 18, 2022. The Rincon Band voiced concerns that the project may impact tangible TCRs, Traditional Cultural Landscapes, and potential Traditional Cultural Properties. The City provided project information and the cultural resources report at the request of the Rincon Band. Consultation was conducted with Cheryl Madrigal, Tribal Historic Preservation Officer, on March 16, 2023. The City did not receive any follow-up requests for further consultation from the Rincon Band.

An AB 52 consultation was conducted with Cami Mojado, Cultural Resource Management Specialist, from the San Luis Rey Band of Mission Indians on June 22, 2023. The San Luis Rey Band voiced concerns about the number of artifacts in the vicinity and the project site having a strong likelihood of discovery. The San Luis Rey Band representative requested to review the proposed mitigation and intends to conduct additional research of documentation for other recent projects in the area. The City provided requested project information to the San Luis Rey Band of Mission Indians representative on June 27, 2023. The City did not receive any follow-up requests for further consultation from the San Luis Rey Band of Mission Indians.

As described above, outreach letters were mailed on April 15, 2022, to all Native American group representatives included on the NAHC contact list (Appendix D). The purpose of these letters is to solicit additional information relating to Native American resources that may be impacted by the project. Native American representatives were requested to define a general area where known resources intersect the project APE. Four responses have been received to date. A response was received from the San Luis Rey Band of Mission Indians on April 26, 2022, stating that they are aware of cultural resources in close proximity to the proposed project and that they recommend including a Luiseño Native American Monitor during all ground-disturbing activities. A response was received from the Rincon Band on May 3, 2022, stating that they recommend conducting a cultural

resources study that includes a records search and survey of the property. A response was received from the Pechanga Band of Luiseño Indians on May 5, 2022, stating that the project is located within their Ancestral Territory and that they have knowledge of two Luiseño Traditional Cultural Properties and four Ancestral Placenames located in proximity to the project. They recommended monitoring by a County-qualified archaeologist and a professional Pechanga Tribal Monitor during earthmoving activities due to the possibility of recovering subsurface resources during ground-disturbing activities. A response was received on June 16, 2022, by the San Pasqual Band of Mission Indians stating that the project is within their Traditional Use Area and that they would like to engage in consultation. These letters have been forwarded to the City. No other communications between Dudek and the tribes has occurred since then. The NAHC correspondence is included in Appendix D.

Although considered unlikely based on the South Coastal Information Center records search, the current disturbed state of the project site, and other information received by the City to date, there remains the potential for the project to encounter previously unknown and unanticipated TCRs during construction of the proposed project. As described in Section 4.4 of this EIR, Dudek's Phase I Cultural Resources Inventory of the project indicates there is low to moderate sensitivity for identifying intact subsurface archaeological deposits during project implementation. Because there are no cultural resources in the APE, no historical resources as defined under CEQA will be impacted by the project. This includes no direct, indirect, or cumulative impacts. However, given the sensitivity of the APE, there is potential for subsurface cultural resources. Therefore, it is recommended that a qualified archaeologist and Luiseño Native American Monitor be present during initial ground-disturbing activities within the project. Should resources be identified, or if undisturbed sedimentary deposits that have the potential to contain archaeological resources are identified, monitoring may need to be increased, as determined by the archaeologist, the City, and in consultation with the tribe that is monitoring. If disturbed sediments (e.g., fill) or other sediment formations are identified that do not have the potential to contain archaeological resources, then monitoring may be reduced or terminated.

Despite no significant archaeological resources being identified within the project site, the APE is of importance to the Luiseño People, and significant resources are noted within the area surrounding the project site. Therefore, as recommended in the Cultural Resources Inventory Report (Appendix D), in the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards can evaluate the significance of the find. Construction activities may continue in other areas but should be redirected a safe distance from the find. If the new discovery is evaluated and found to be significant under CEQA and avoidance is not feasible, additional work such as data recovery may be warranted. In such an event, a data recovery plan should be developed by the qualified archaeologist in consultation with the City and Native American representatives, if applicable. Ground-disturbing work can continue in the area of the find only after impacts to the resources have been mitigated and with City approval.

Additionally, although no evidence of human remains was discovered within the project site during the field surveys, and the project site is not used as a cemetery or otherwise known to contain human remains, this does not preclude finding human remains during project excavation and

grading activities. As a standard construction practice and in accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the appropriate treatment and disposition of the human remains. If the County coroner determines that the remains are, or are believed to be, Native American, they shall notify the NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code Section 5097.98, the NAHC must immediately notify the person or persons it believes to be the MLD of the deceased Native American. The MLD shall complete inspection within 48 hours of being granted access to the site and make recommendations, in consultation with the property owner, for the treatment and disposition of the human remains.

Furthermore, to ensure project development would not result in potential impacts to cultural resources or TCRs, the project would implement the City's standard cultural mitigation measures, **MM-CUL-1** through **MM-CUL-9**, outlined in Section 4.4 of this EIR. Project implementation of the recommendations in the Cultural Resources Inventory Report (Appendix D) and implementation of the City's cultural mitigation measures would ensure that potential impacts to TCRs would remain **less than significant**.

4.16.5 Mitigation Measures

Although impacts to TCRs are not anticipated, to ensure project development would not result in potential impacts to cultural resources or TCRs, the project would implement the City's **MM-CUL-1** through **MM-CUL-9**, outlined in Section 4.4 of this EIR.

4.16.6 Level of Significance After Mitigation

Project implementation of the recommendations in the Cultural Resources Inventory Report (Appendix D) and implementation of the City's **MM-CUL-1** through **MM-CUL-9** would ensure that potential impacts to TCRs, including human remains, would remain **less than significant**.

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4.17 Utilities and Service Systems

This section describes the existing utilities and service system conditions of the project site, identifies associated regulatory requirements, evaluates potential impacts to utilities and service systems, and identifies mitigation measures related to implementation of the Guajome Lake Homes Project (project or proposed project) in the City of Oceanside (City). This section analyzes the proposed project's potential impacts on public utilities, including wastewater, water, storm drains, and solid waste disposal.

The following analysis is based on the Preliminary Hydrology Report (Appendix H), Storm Water Quality Management Plan (Appendix I), Water System Analysis (Appendix M), and Sewer System Analysis (Appendix N) that were prepared for the project.

Please refer to Section 4.5, Energy, of this environmental impact report (EIR) for detailed project analysis of electric power, natural gas, and telecommunications facilities.

4.17.1 Existing Conditions

Domestic Water Supply

The City's Water Utilities Department Water Division provides potable water services to the City through operating and maintaining water treatment, distribution, and metering facilities. The Water Division purchases approximately 85% of the City's water supply from the San Diego County Water Authority (SDCWA) and treats it at the Robert A. Weese Filtration Plant (Weese Plant), which is in the process of being upgraded from a capacity of 25 million gallons per day (mgd) to 37.5 mgd. The Mission Basin provides for the remaining water supply through extraction and treatment at the Mission Basin Groundwater Purification Facility, with a capacity of 6.4 mgd (City of Oceanside 2021a).

Water service to the project site would be from the City Talone 320 Pressure Zone. Pad elevations for the Guajome Lake Road project range between 148 feet and 180 feet. This results in a maximum static water pressure range of 60 pounds per square inch (psi) to 74 psi within the project boundary. The nearest existing 320 Pressure Zone public water lines in the vicinity of the project are a 10-inch line and a 12-inch line in Guajome Lake Road southwest of the project and an 8-inch line at the intersection of Melrose Drive and Spur Avenue to the northeast of the project.

Wastewater Treatment

In the City, wastewater is collected and treated by the City's Water Utilities Department Wastewater Division. The Wastewater Division provides wastewater collection, treatment, and disposal services of sewage for the City in accordance with applicable laws and standards. Staff is responsible for operating and maintaining over 450 miles of pipelines and 34 lift stations. The division also owns, operates, and maintains the San Luis Rey Wastewater Reclamation Facility (SLRWRF; originally called the San Luis Rey Wastewater Treatment Plant) and the La Salina Wastewater Treatment Plant. The SLRWRF is currently being expanded (secondary treatment capacity expanding from 13.5 million mgd in 2020 to 17.4 mgd in 2045). The City is currently in the process of decommissioning the La Salina Wastewater Treatment Plant (secondary treatment is 5.5 mgd) (City of Oceanside 2021a). The proposed project lies in the service area of the SLRWRF, which also provides service for Rainbow Metropolitan Water District and a portion of the City of Vista. The SLRWRF has a current treatment capacity of 3.0 mgd and will eventually be increased to 6.0 mgd (City of Oceanside 2021a).

The existing public sewer system in the area consists of 8-inch sewer lines in Old Ranch Road and Hitching Post Drive. The sewer in Hitching Post Drive continues northwest to a 15-inch trunk sewer in Highway 76. The closest existing public sewer to the project is approximately 2,000 feet away.

Storm Drain Facilities

In San Diego County, stormwater discharges from any development to municipal storm drain systems are regulated by the San Diego Regional Water Quality Control Board. The City is responsible for local administration of stormwater management requirements and has developed a Best Management Practice Design Manual as a resource document, which is designed to facilitate the implementation of the requirements of the Regional Water Quality Control Board Municipal Separate Storm Sewer System Permit (City of Oceanside 2022).

Runoff through the site primarily flows via sheet flow methods to three different discharge locations leaving the property. A local high point exists adjacent the site along Guajome Lake Road, directing runoff to the north and south. As such, one main point of discharge from Basin EX-1 exists in the northwest corner of the site at a local low spot on Guajome Lake Road, and there is another from Basin EX-2 in the southwest corner of the site. Local sump inlets on the east side of Guajome Lake Road feed culverts that discharge west of the road to continue downstream. Basin EX-1 outlet continues northwest and appears to outlet to Guajome Lake, within Guajome Regional Park. Basin EX-2 continues southeast toward an existing pond east of Ozark Road. Separately, Basin EX-3 consists of a portion of the proposed project disturbance east of the ridgeline, which continues to drain to the east to the existing stream on site. This stream appears to continue northwest and outlet to Guajome Lake (Appendix H).

Solid Waste and Recycling

Waste Management and Agri Service Inc. provide solid waste and recycling services to the City. Waste Management disposes of solid waste collected in the City at the El Sobrante Landfill, located at 10910 Dawson Canyon Road, Corona, California 92883 (City of Oceanside 2012). The El Sobrante Landfill has a maximum permitted throughput of 16,054 tons per day, with estimated remaining capacity of 143,977,170 tons, and a projected closure date of January 1, 2051 (CalRecycle 2019). The City adopted and enacted the Zero Waste Strategic Resource Management Plan, which established methods to reach the goal of diverting 75% of solid waste by 2020, working in conjunction with the goals of the Oceanside City Council's adoption of Resolution No. 10-R0636-1 and the State of California Assembly Bill (AB) 341 (City of Oceanside 2012).

4.17.2 Regulatory Setting

Federal

Federal Clean Water Act

The Federal Water Pollution Control Act (also known as the Clean Water Act) is the principal federal statute that addresses water resources. The statute employs a variety of regulatory and non-regulatory tools to reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. The broad goal is to restore and maintain the chemical, physical, and biological integrity of the nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water." Section 402 of the Clean Water Act authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires

operators of construction sites 1 acre or larger to prepare a stormwater pollution prevention plan for construction activities and obtain authorization to discharge stormwater under an NPDES construction stormwater permit.

Federal Safe Drinking Water Act

The Safe Drinking Water Act authorizes the U.S. Environmental Protection Agency to set national health-based standards for drinking water. The act's purpose is to protect against both naturally occurring and human-made contaminants that may be found in drinking water. The U.S. Environmental Protection Agency, states, and water systems work in collaboration to ensure the standards are met.

National Pollutant Discharge Elimination System Permit Program

The NPDES permit program was established in the Clean Water Act to regulate municipal and industrial discharges to surface waters of the United States. Discharge from any point source is unlawful unless the discharge is in compliance with an NPDES permit. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (Code of Federal Regulations, Title 40, Section 268, Subpart D), contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs that include federal landfill criteria. The federal regulations address the location, operation, design, and closure of landfills, as well as groundwater monitoring requirements.

State

California Code of Regulations, Titles 14 and 27

Title 14 (Natural Resources, Division 7) and Title 27 (Environmental Protection, Division 2 [Solid Waste]) of the California Code of Regulations govern the handling and disposal of solid waste and the operation of landfills, transfer stations, and recycling facilities.

Assembly Bills 939 and 341: Solid Waste Reduction

The California Integrated Waste Management (CIWM) Act of 1989 (AB 939) was enacted as a result of a national crisis in landfill capacity and broad acceptance of a desired approach to solid waste management consisting of reducing, reusing, and recycling. AB 939 mandated local jurisdictions to meet waste diversion goals of 25% by 1995 and 50% by 2020, and established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance. AB 939 requires cities and counties to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source reduction and recycling element to demonstrate how the jurisdiction will meet the diversion goals. Other elements include encouraging resource conservation and considering the effects of waste management operations. The diversion goals and program requirements are implemented through a disposal-based reporting system by local jurisdictions under CIWM Board (CIWMB) regulatory oversight. Since the adoption of AB 939, landfill capacity is no longer considered a statewide crisis. AB 939 has achieved substantial progress in waste diversion, program implementation, solid

waste planning, and protection of public health, safety, and the environment from landfill operations and solid waste facilities.

In 2011, the legislature passed AB 341, making a declaration that it is the policy goal of the state that not less than 75% of solid waste generated be source-reduced, recycled, or composted by the year 2020. AB 341 requires that local agencies adopt strategies that will enable 75% diversion of all solid waste by 2020. This bill requires all commercial businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. In addition, multifamily apartments with five or more units are also required to create a recycling program. At least one of the following actions are required:

- Source-separate recyclable and/or compostable material from solid waste and self-haul, subscribe to a recycling program through a waste hauler, and/or otherwise arrange for pickup of the recyclable and/or compostable materials separately from the solid waste to divert them from disposal.
- Subscribe to a service that includes mixed waste processing, alone or in combination with other programs, activities, or processes that divert recyclable and/or compostable materials from disposal and yield diversion results comparable to source-separation.
- Property owners of commercial or multifamily complexes may require tenants to source-separate their recyclable materials. Tenants must source-separate their recyclable materials if required by property owners of commercial or multifamily complexes.

Senate Bill 1374: Construction and Demolition Waste Reduction

Senate Bill (SB) 1374 requires that annual reports submitted by local jurisdictions to CIWMB include a summary of the progress made in the diversion of construction and demolition waste materials. In addition, SB 1374 requires the CIWMB to adopt a model ordinance, suitable for adoption by any local agency, requiring 50% to 75% diversion of construction and demolition waste materials from landfills. Local jurisdictions are not required to adopt their own construction and demolition ordinances, nor are they required to adopt CIWMB's model by default.

Assembly Bill 1327: California Solid Waste Reuse and Recycling Access Act of 1991

AB 1327, which was established in 1991, required CalRecycle to develop a model ordinance for the use of recyclable materials in development projects. Local agencies were then required to adopt the model ordinance, or an ordinance of their own, governing adequate areas for collection and loading of recyclable materials in development projects.

Sustainable Groundwater Management Act

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package—AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley)—collectively known as the Sustainable Groundwater Management Act (SGMA). This act requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically overdrafted basins, sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline. Through the SGMA, the California Department of Water Resources provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. The SGMA empowers local agencies to form Groundwater Sustainability Agencies to manage basins sustainably and requires those

Groundwater Sustainability Agencies to adopt Groundwater Sustainability Plans for crucial groundwater basins in California.

Sanitary Sewer General Waste Discharge Requirements

On May 2, 2006, the State Water Resources Control Board adopted a General Waste Discharge Requirement (Order No. 2006-0003) for all publicly owned sanitary sewer collection systems in California with more than 1 mile of sewer pipe. The order provides a consistent statewide approach to reducing sanitary sewer overflows by requiring public sewer system operators to (1) take all feasible steps to control the volume of waste discharges into the system to prevent sanitary sewer waste from entering the storm sewer system; (2) develop a sewer system management plan; and (3) report storm sewer overflows to the State Water Resources Control Board using an online reporting system.

California Code of Regulations Title 24, Part 11

In 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code, Part 11 of Title 24, is commonly referred to as CALGreen and establishes minimum mandatory standards and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency, water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all new construction of residential and non-residential buildings. CALGreen standards are updated periodically. The latest version (CALGreen 2019) became effective on January 1, 2020. The mandatory CALGreen standards pertaining to utilities and service systems include the following (24 CCR Part 11):

- Mandatory reduction in indoor water use through compliance with specified flow rates for plumbing fixtures and fittings
- Mandatory reduction in outdoor water use through compliance with a local water-efficient landscaping ordinance or the California Department of Water Resources' Model Water Efficient Landscape Ordinance
- Diversion of 65% of construction and demolition waste from landfills
- Mandatory inspections of energy systems to ensure optimal working efficiency
- Inclusion of electric vehicle charging stations or designated spaces capable of supporting future charging stations

The CALGreen standards also include voluntary efficiency measures that are provided at two separate tiers and implemented at the discretion of local agencies and applicants. CALGreen's Tier 1 standards call for a 15% improvement in energy requirements, stricter water conservation, 65% diversion of construction and demolition waste, 10% recycled content in building materials, 20% permeable paving, 20% cement reduction, and cool/solar-reflective roofs. CALGreen's more rigorous Tier 2 standards call for a 30% improvement in energy requirements, stricter water conservation, 75% diversion of construction and demolition waste, 15% recycled content in building materials, 30% permeable paving, 25% cement reduction, and cool/solar-reflective roofs.

Local

City of Oceanside General Plan

The relevant elements of the Oceanside General Plan to utilities and service systems are the Environmental Resource Management Element and the Community Facilities Element. All other specific plans and programs adopted by the City are consistent with the General Plan and its elements.

Environmental Resource Management Element

The Environmental Resource Management Element is designed to conserve natural resources and enforce the principles of conservation, which are the preservation, planned management, and wise utilization of natural resources (City of Oceanside 1975). The General Plan Environmental Resources Management Element contains the following goals, policies, and objectives that are relevant to the project.

Goal: Evaluate the state of the environment and formulate a program of planned management, wise utilization, and preservation of our natural resources to ensure the health, safety, and welfare of present and future generations.

To achieve this goal, the Environmental Resources Management Element identifies several objectives and associated policies related to water utilities for the project, including:

Water

1. Plan for an adequate water system based on the projected needs of the City.
2. Investigate sources of local water supplies to reduce dependence on imported water.

Community Facilities Element

The City's General Plan Community Facilities Element contains goals, policies, and objectives related to the community's need for utilities and service systems (City of Oceanside 1990).

Water and Sewer Systems

Objective: To provide an adequate water supply, storage and distribution system, and an adequate sanitary sewer collection and treatment system to serve Oceanside's existing and future growth requirements in an efficient and cost effective manner, while encouraging a more compact and sequenced development pattern through the phased extension of water and sewer systems and while meeting all federal and State mandated programs.

Sanitary Sewer Policies

- 5.4** New development shall be responsible for on-site facility improvements required by that development.

Water Supply Policies

5.11 New development shall be responsible for on-site water facilities improvements required by that development.

Stormwater Management System

Objective: To provide adequate stormwater management facilities and services for the entire community in a timely and cost effective manner, while mitigating the environmental impacts of construction of the storm drainage system as well as stormwater runoff.

Stormwater Management Policies

6.1 The Master Drainage Plan for the City of Oceanside shall establish standards for citywide drainage. Within each major watercourse addressed by the Plan, the City and/or developers shall assure that adequate drainage improvements and facilities are provided to handle runoff when the drainage basin is fully developed to the intensity proposed by the Land Use Element of the General Plan.

6.2 All new development in the City of Oceanside shall pay drainage impact fees to defray that development's proportionate share of drainage facilities serving the basin where the new development is located.

Hazardous Waste Management Element

The Hazardous Waste Management Element provides overall policy guidance for safe and effective managing of hazardous waste within the City. Items within this element's scope include hazardous waste facilities, pollution prevention, and waste reduction and elimination. There are no formal policies within this element that are applicable to the proposed project.

Urban Water Management Plan

As an "urban water supplier" as defined by California Water Code Section 10617, the City is required by Section 10617 to complete an urban water management plan (UWMP) every 5 years (City of Oceanside 2021a). The City adopted the 2015 UWMP in June 2016 and adopted the 2020 UWMP in July 2021. The UWMP describes current water system services, facilities, supplies, and demands and provides planning guidelines for future projections for water use (City of Oceanside 2021a).

Water Conservation Master Plan

The 2011 Water Conservation Master Plan made recommendations for specific water conservation measures to help the City achieve conservation goals set by the Water Conservation Act of 2009 and a reduction of 34 gallons per capita per day by 2020. The Water Conservation Master Plan was updated in 2020 (City of Oceanside 2020) and is consistent with the UWMP.

Zero Waste Strategic Resource Management Plan

In response to the adoption of Resolution No. 10-R0636-1 (City of Oceanside 2010) by the Oceanside City Council on August 25, 2010, to divert 75% of waste by 2020 (also aligned with AB 341), the City developed the Zero Waste

Strategic Resource Management Plan (Zero Waste Plan). The Zero Waste Plan identifies and recommends strategies for the City to achieve this goal. At the time of the drafting of the Zero Waste Plan, the City had already reached 67% waste diversion, as described in the Solid Waste and Recycling subsection above (City of Oceanside 2012). The private companies contracted to provide solid waste and recycling services, Waste Management and Agri Service Inc., are also working in support of the City to achieve this goal.

City of Oceanside Municipal Code

The City of Oceanside Municipal Code provides various chapters that define requirements for public facilities impact fees as a condition of approval of building permits for development projects. Specifically, Section 32C.3 of Chapter 32C (Public Facility Fee Requirements), states that “prior to the issuance of a building permit for new construction, including residential and nonresidential development, on any property within the citywide area of benefit established pursuant to this chapter, the applicant for such permit shall pay or cause to be paid any fees established and apportioned pursuant to this chapter for the purpose of defraying the actual or estimated cost of constructing the city’s public facilities” (City of Oceanside 2021b). Public facilities, as defined by the City of Oceanside Municipal Code, are all governmental facilities within the City’s General Plan, including water, sewer, and stormwater systems.

4.17.3 Thresholds of Significance

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

- a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.
- c. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments.
- d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.17.4 Impacts Analysis

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Water

As described in Section 4.17.1 above, the City’s Water Utilities Department Water Division provides potable water services to the City through operating and maintaining water treatment, distribution, and metering facilities. The Water Division purchases approximately 85% of the City’s water supply from SDCWA and

treats it at the Weese Plant, which has a current capacity of 25 mgd. Mission Basin provides for the remaining water supply through extraction and treatment at the Mission Basin Groundwater Purification Facility with a capacity of 6.4 mgd (City of Oceanside 2021a).

Water service to the project would be from the City's Talone 320 Pressure Zone. Pad elevations for the Guajome Lake Road project range between 148 feet and 180 feet. This results in a maximum static water pressure range of 60 psi to 74 psi within the project boundary. The proposed public water system for the proposed project would make two connections to the existing 10-inch public water line in Guajome Lake Road. All on-site public water mains would be 8 inches in diameter. Each residence would have its own 1-inch water service line with a 0.75-inch meter in accordance with Section 2 of the City of Oceanside Design and Construction Manual and the City of Oceanside Standard Drawing No. W-4. Each home within the project would have an estimated fixture unit count of 33 FUs per the CPC, so a 1-inch lateral is sufficient for each home. Each residence would also have a fire sprinkler system with a Residential Dual Check Valve provided after the residential meter per City of Oceanside Standard Drawing W-30.

As outlined in Appendix M, average day demand, maximum day demand, and peak hour demand for the project were analyzed at a hydraulic grade line (HGL) of 316 feet. Maximum day demand plus fire flow was analyzed at an HGL of 283.8 feet at three locations across the project. Under each scenario, the minimum pressures are above the requirements (Table 2 in Appendix M). As such, the proposed water distribution system would be adequate to serve the needs of the proposed project.

Connection to the existing public water system would provide the necessary flow and pressure for the proposed development project and for fire flow available to the project site because proposed uses are consistent with the City's General Plan land use designation. The proposed connections to existing water facilities would be designed and constructed in accordance with the guidelines, standards, and approved materials of the City. No relocation or construction of new or expanded water facilities would be required to provide adequate service to the project, and therefore, impacts related to water demand and service would be **less than significant**.

Wastewater Treatment

As described under Section 4.17.1 above, wastewater is collected and treated by the City's Water Utilities Department, Wastewater Division. The division owns and operates the SLRWRF, which is currently being expanded (secondary treatment capacity expanding from 13.5 mgd to 17.4 mgd in 2045), and the La Salina Wastewater Treatment Plant (secondary treatment is 5.5 mgd), which is in the processes of being decommissioned (City of Oceanside 2021a). The project lies in the services area of the SLRWRF, which also provides service for Rainbow Metropolitan Water District and a portion of the City of Vista (City of Oceanside 2021a). The San Luis Rey Water Reclamation Facility has a current treatment capacity of 3.0 mgd.

Section 3 of the City's Design and Construction Manual (revised August 1, 2017) was used to calculate sewer generation rates and peaking factor for the project. For residential developments with a population of less than 500 (233 residents are estimated for the project), the City's Design and Construction Manual requires a peaking factor of 3.5 to convert average dry weather flow to peak wet weather flow. Using the City's design criteria, the projected average flow from the project would be 14,110 gallons per day, and the projected peak flow would be 49,385 gallons per day. A private sewer lift station would be required to pump the project's peak flow.

As detailed in Appendix M, the proposed on-site sewer would convey sewage from each residence into a private 4-inch PVC sewer mainline, which would convey sewage to proposed manholes located within the private road that would be constructed as part of the project. Then a sewer lift station would pump wastewater from the project site to an existing sewer line within Old Ranch Road at the intersection of Guajome Lake Road. All on-site sewer facilities for the project are proposed to be private. The private on-site sewer system would consist of all 8-inch sewer mains and all individual house laterals would be 4 inches, consistent with the City's Design and Construction Manual minimum sewer lateral size requirements. As previously mentioned, the project requires a private sewer lift station to connect the project to the existing public sewer system to pump the project's peak flow. Further, the project would involve construction of approximately 2,000 feet of 3-inch force main along Guajome Lake Road between the project and Old Ranch Road. The proposed project would improve velocities in the existing system where they currently do not meet the City's criteria. The proposed sewer system would be designed and constructed in accordance with the guidelines, standards, and approved materials of the City. The proposed sewer system is included under the proposed project, and as such, the environmental impacts associated with new and expanded wastewater drainage facilities are analyzed throughout this document; no other unique impacts would occur. Therefore, impacts related to wastewater demand and service would be **less than significant**.

Stormwater Drainage

In operational conditions, the project would be composed of approximately 61% impervious area and 39% pervious area. The project would have two discharge locations, which would remain the same as they are in existing conditions. The three discharge locations, or points of compliance (POC), consist of POC 1 POC 2 and POC 3. POC 1 collects runoff from Basin PR-1 at the northwest corner of the site. POC-2 will collect flows at the southwestern corner of the site from two biofiltration basins that make up Basin PR-2. Both POC1 and POC 2 would be piped under Guajome Lake Road, continuing to outlet at Guajome Lake (POC 1) and a pond east of Ozark Road (POC 2). POC 3 collects the remaining flows from the project site that flow east, and flows will drain into an existing ephemeral stream that drains to the northwest to Guajome Lake (Appendix H). The project's source control measures would include prevention of illicit discharges, storm drain signage, on-site storm drain inlets, future indoor and structural pest control, and landscape/ outdoor pesticide use. Two biofiltration basins are proposed on the project site project site to provide stormwater treatment for the pollutants discharged from the development (Appendix H) The project would be required to provide for implementation and ongoing maintenance of these features in accordance with the SWQMP. Implementation of the SWQMP, associated source control measures of the Hydrology Report, and best management practices would ensure existing and proposed stormwater drainage facilities would be sufficient to serve the project, and impacts would be **less than significant**.

Please refer to Section 4.5, Energy, of this EIR for detailed project analysis of electric power, natural gas, and telecommunications facilities.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

As previously stated, the City's Water Utilities Department Water Division purchases approximately 85% of the City's water supply from SDCWA and treats it at the Weese Plant, which has a current capacity of 25 mgd. Mission Basin provides for the remaining water supply through extraction and treatment at the Mission Basin Groundwater Purification Facility with a capacity of 6.4 mgd (City of Oceanside 2021a).

As outlined in Appendix M, and as described above, average day demand, maximum day demand, and peak hour demand were analyzed at an HGL of 316 feet. Maximum day demand plus fire flow was analyzed at an HGL of 283.8 feet at three locations across the project. Under each scenario, the minimum pressures are above the requirements (Table 2 in Appendix M). As such, the proposed water distribution system would be adequate to serve the needs of the proposed project.

The existing public water system would provide the necessary flow and pressure for the proposed development project and for fire flow available to the project site because proposed uses are consistent with the City's General Plan land use designation. Considering the capacity of the City's existing facilities, water demand generated by project implementation is expected to be adequately served.

Citywide water supply planning is completed via the UWMP (City of Oceanside 2021a). The project would be in compliance with the General Plan and zoning code; therefore, the water demand of the project has been considered in the City and regional water supply documents that are based on the buildout of the City. The City has also developed the Oceanside Water Conservation Master Plan (City of Oceanside 2020), which further ensures water availability to the City during drought years. Additionally, the project would include water-conserving landscaping along with efficient irrigation design consistent with the City's water planning efforts. Additionally, SDCWA has developed a Water Shortage Contingency Plan (SDCWA 2021) that identifies ways in which the region can reduce water consumption during catastrophic events and in drought years. As part of the Water Shortage Contingency Plan, the Drought Ordinance established six drought stages of actions that can be taken to reduce water demand up to 50% or more. Because the project is located within the City's service area, the project would adhere to water conservation measures imposed by the City.

It has been determined that sufficient water supply would be available to serve the project during normal, dry, and multiple dry years, and therefore, impacts related to water supply are considered to be **less than significant**.

c) Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

As described above, wastewater is collected and treated by the City's Water Utilities Department Wastewater Division, which owns and operates the SLRWRF. The SLRWRF has a current treatment capacity of 3.0 mgd and will eventually be increased to 6.0 mgd (City of Oceanside 2021a).

The project site is surrounded by existing sewer facilities that adequately serve existing development within the area. The average daily flow for the project would be 14,110 gallons per day (Table 2 in Appendix N). As such, the proposed sewer system connection would adequately serve the project. Based on existing facility capacity, estimated sewer generation from the project is expected to be adequately accommodated by the San Luis Rey Water Reclamation Facility in addition to their existing commitments. Construction of new facilities would not be required, and impacts related to wastewater service would be **less than significant**.

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Solid waste collection and disposal is provided by the City through Waste Management of North County, a private company under franchise agreement with the City. Solid waste collected in the City goes through

Palomar Transfer Station in Carlsbad, which is owned and operated by Republic Industries, before traveling to the final destination of El Sobrante Landfill in Riverside County. The El Sobrante Landfill is located east of Interstate 15 and south of the City of Corona, at 10910 Dawon Canyon Road in unincorporated Riverside County. The El Sobrante Landfill has a maximum permitted throughput of 16,054 tons per day, with an estimated remaining capacity of 143,977,170 tons, and a projected closure date of January 1, 2051 (CalRecycle 2019).

The solid waste generated during construction would primarily consist of discarded materials and packaging generated by the construction process. The proposed project would adhere to CALGreen Section 5.408.1, which requires a minimum of 65% of nonhazardous construction waste to be recycled or salvaged for reuse. Demolition waste generated by the proposed project would be limited to the single-family residence on site. Therefore, construction of the proposed project would not generate solid waste in excess of applicable standards or in excess of the capacity of local infrastructure.

Operation of the proposed project would result in ongoing solid waste generation at the site. As previously stated, waste from the project would be transported to the El Sobrante Landfill. The proposed project includes 83 single-family residential units, which would have the potential to house approximately 233 people, based on the City's Housing Element of an average household size of 2.8 persons per dwelling unit (City of Oceanside 2023). The anticipated operational solid waste generation from the proposed project was estimated using CalRecycle's Estimated Solid Waste Generation Rates (CalRecycle 2019). It is estimated that the project would generate approximately 1,015.09 pounds of solid waste per day (83 units × 12.23 pounds per unit). This does not consider any waste diversion through recycling. The project would be required to comply with applicable state and local regulations related to solid waste, waste diversion, and recycling at the time of development. No demolition activities are required prior to construction that would generate additional construction-related waste. El Sobrante Landfill's daily throughput and estimated remaining capacity is expected to sufficiently serve the proposed project's estimated daily waste. Additionally, the project would participate in the City's recycling programs, which would further reduce solid waste sent to El Sobrante Landfill. For these reasons, it is determined that the project would result in **less-than-significant** impacts related to solid waste.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

As previously stated, implementation of the project would not generate solid waste in excess of the capacity of local infrastructure. The project would comply with Chapter 13 of the City Municipal Code requiring residents to separate all recyclable material from other solid waste. The proposed project would comply with state and City regulations, providing trash enclosures with adequate space for collection, storage, and separation of all recyclable materials in full compliance with City standards. This includes food waste, food-soiled paper, green waste, landscaping and pruning waste, and nonhazardous wood waste. Therefore, the proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, and project impacts related to solid waste would be **less than significant**.

4.17.5 Mitigation Measures

Impacts related to utilities and service systems as a result of project implementation are determined to be **less than significant**, and therefore, no mitigation measures are required.

4.17.6 Level of Significance After Mitigation

No substantial impacts related to utilities and service systems were identified; therefore, no mitigation measures are required. Impacts related to utilities and service systems would be **less than significant**.

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4.18 Wildfire

This section describes the existing conditions, identifies the associated regulatory framework, and evaluates potential impacts related to wildfire, and establishes mitigation measures related to the implementation of the Guajome Lake Homes Project (project or proposed project). Fire protection services for the project have been addressed in Section 4.13, Public Services.

The following analysis is based on the Fire Protection Plan Letter Report prepared by Dudek in December 2022, which is included as Appendix O to this environmental impact report (EIR).

4.18.1 Existing Conditions

Wildfire is a continuous threat in Southern California and is particularly concerning in the wildland–urban interface, the geographic area where urban development either abuts or intermingles with wildland or vegetative fuels. During the summer season, dry vegetation, prolonged periods of drought, and Santa Ana wind conditions can combine to increase the risk of wildfires in San Diego County.

Fire History

The project area, like all of San Diego County, is subject to seasonal weather conditions that can heighten the likelihood of fire ignition and spread. Fire history is an important component of wildfire analysis. Wildfire history information can provide an understanding of fire frequency, fire type, most vulnerable project areas, and significant ignition sources, among others. The California Department of Forestry and Fire Protection (CAL FIRE) maintains the Fire and Resource Assessment Program database, which was used to evaluate the project site's fire history to determine whether large fires have occurred in the project area, and thus the likelihood of future fires. Per the recorded fire history database, 19 wildfires have occurred within a 5-mile vicinity of the project site. However, there have been no recorded wildfires on site. There have been 3 small fires within 1 mile of the project site, and the most recent wildfire in the project vicinity was the 2017 Lilac Fire (Appendix O).

Fire Hazard Mapping

CAL FIRE's Fire and Resource Assessment Program database also includes map data documenting areas of significant fire hazards in the state. These maps categorize geographic areas of the state into different Fire Hazard Severity Zones (FHSZs), ranging from moderate to very high. CAL FIRE uses FHSZs to classify anticipated fire-related hazards for the entire state and includes classifications for State Responsibility Areas, Local Responsibility Areas, and Federal Responsibility Areas. Fire hazard severity classifications take into account vegetation, topography, weather, crown fire production, and ember production and movement. The project site is located within an area statutorily designated as a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) by CAL FIRE (Appendix O).

Vegetation Communities and Land Covers

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 (leaf size, branching patterns), and overall fuel loading.

A critical factor to consider is the dynamic nature of vegetation communities. Fire presence and absence at varying cycles or regimes affect plant community succession. Succession of plant communities, most notably the gradual conversion of shrublands to grasslands with high-frequency fires and grasslands to shrublands with fire exclusion, is highly dependent on the fire regime. Further, biomass and associated fuel loading will increase over time if disturbance or fuel reduction effects are not diligently implemented.

The project site contains native and non-native vegetation communities and land covers and one single-family residence with associated driveways and structures. The site currently comprises seven vegetation communities or land cover types, with non-native grasslands making up the majority of the southwest half of the site and a narrow area along the northeastern border of the site. The small section of the property southwest of Guajome Lake Road is mapped as disturbed habitat, as is a small area in the eastern corner of the site. An approximately 40-meter-wide strip of coastal sage scrub is present, which reaches from the northwestern to the southeastern border of the site but is bisected by the developed access road/driveway. The remainder of the project site contains riparian habitat associated with the creek that runs through the site. Riparian habitat is composed of patches of non-native riparian, riparian forest, and southern arroyo willow riparian forest vegetation communities. Riparian habitat is dominated by arroyo willow (*Salix lasiolepis*), hickory (*Carya illinoensis*), and sycamore (*Platanus racemosa*), with non-native palm trees, Himalayan blackberry (*Rubus armeniacus*), English ivy (*Hedera helix*), and poison oak (*Toxicodendron diversilobum*) scattered throughout (Appendix C, Biological Technical Report). Once the project is built, the on-site vegetation within the southeast portion of the project site would primarily be characterized as hardscape or irrigated landscape, while the remainder of the strip of coastal sage scrub and the riparian habitat associated with the creek will mostly remain the same. Off-site vegetation includes landscape plantings associated with neighboring residential properties and a riparian drainage to the west and south of the project.

Topography

Topography influences fire risk by affecting fire spread rates. Typically, steep terrain results in faster fire spread upslope and slower fire spread downslope, unless downslope winds are influencing the fire. Flat terrain tends to have little effect on fire spread, resulting in fires that are driven by wind. The topography of the project site is generally flat, with a slightly moderate north-facing downhill slope leading down to the riparian areas in the northern portion of the project site. The project site ranges in elevation from approximately 141 feet above mean sea level (amsl) in the northwestern portion of the project site, to approximately 186 amsl in the southeastern corner of the site along Guajome Lake Road, to 192 feet amsl near the center of the project site. The project site comprises gently sloping terrain, with a prominent hilltop near the center of the property. Near the center of the project site, the terrain slopes down toward Guajome Lake Road to the south-southwest and down toward a riparian to the north-northeast.

Climate, Weather and Wind

The project site is located approximately 8 miles inland from the Pacific Ocean. It has a Mediterranean climate characterized by mild, dry summers and wet winters. Average temperatures near Oceanside range from approximately 54°F to 66°F, and the area generally receives an average rainfall of approximately 10.3 inches per year (U.S. Climate Data for Oceanside 2022).

North San Diego County and the project area are influenced by the Pacific Ocean and are frequently under the influence of 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. The

average high temperature for the project area is approximately 78°F, with daily highs in the summer and early fall months (July–October) exceeding 90°F. Precipitation typically occurs between October and April.

The prevailing wind pattern is from the west (onshore), but the presence of the Pacific Ocean causes a diurnal wind pattern known as the land/sea breeze system. During the day, winds are from the west-southwest (sea), and at night winds are from the northeast (land), averaging 2 mph. During the summer season, the diurnal winds may average higher (approximately 19 mph) than the winds during the winter season due to greater pressure gradient forces. Surface winds can also be influenced locally by topography and slope variations. The highest wind velocities are associated with downslope, canyon, and Santa Ana winds.

The project area's climate has a large influence on fire risk, as drying vegetation during the summer months becomes fuel available to advancing flames should an ignition be realized. Typically, the highest fire danger is produced by the high-pressure systems that occur in the Great Basin, which result in the Santa Ana winds of Southern California. Sustained wind speeds recorded during recent major fires in San Diego County exceeded 30 mph and may exceed 50 mph during extreme conditions. The Santa Ana wind conditions are a reversal of the prevailing southwesterly winds that usually occur on a regionwide basis during late summer and early fall. Santa Ana winds are warm winds that flow from the higher desert elevations in the north through the mountain passes and canyons. As they converge through the canyons, their velocities increase. Consequently, peak velocities are highest at the mouths of canyons and dissipate as they spread across valley floors. Santa Ana winds generally coincide with the regional drought period and the period of highest fire danger. The project site may be affected by strong winds from the north and east, such as the seasonal Santa Anas.

4.18.2 Regulatory Setting

Federal

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 considered binding laws or codes unless adopted or referenced as such by the California Fire Code (CFC) or local fire agency.

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.¹ The International Fire Code places an emphasis on prescriptive and performance-based approaches to fire prevention and fire protection systems. Updated every 3 years, the International Fire Code uses a hazards classification system to determine the appropriate measures to be incorporated to protect life and property (these measures often 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 where applicable (International

¹ The International Fire Code is not a federal regulation, but rather a system of international requirements set by the International Code Council.

Code Council 2021). The International Fire Code provides recommended guidelines and accepted good practices in fire protection; however, these do not constitute binding laws or codes unless adopted as such or referenced as such by the CFC or the local fire agency.

International Wildland–Urban Interface Code

The International Wildland–Urban Interface Code is published by the International Code Council and is a model code addressing wildfire issues. The International Wildland–Urban Interface Code provides recommended guidelines and accepted good practices in fire protection; however, these do not constitute binding laws or codes unless adopted as such or referenced as such by the CFC or the local fire agency.

Uniform Fire Code

The Uniform Fire Code contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The code contains specialized technical regulations related to fire and life safety.

State

California Government Code

California Government Code Sections 51175 through 51189 provide guidance for classifying lands in California as fire hazard areas and provide requirements for management of property within those lands. CAL FIRE is responsible for classifying 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 sets forth requirements for maintaining property within fire hazard areas, such as defensible space, vegetative fuels management, and building materials and standards. Among other requirements, defensible space consisting of 100 feet of fuel modification must be maintained 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.

California Fire Code

The CFC is Chapter 9 of Title 24 of the California Code of Regulations. It was created by the California Building Standards Commission and is based on the International Fire Code created by the International Code Council. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code use a hazards classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated

every 3 years. Chapter 11, Article II (Fire Prevention) of the City of Oceanside Municipal Code provides the amendments to the 2019 CFC adopted by the City of Oceanside (City).

California Department of Forestry and Fire Protection

CAL FIRE is tasked with reducing wildfire-related impacts and enhancing California's firefighting resources. CAL FIRE responds to all types of emergencies, including wildland fires and residential/commercial structure fires. In addition, CAL FIRE is responsible for the protection of approximately 31 million acres of private land within the state and, at the local level, is responsible for inspecting defensible space around private residences. CAL FIRE is responsible for enforcing State of California fire safety codes included in the California Code of Regulations and the California Public Resources Code.

California Strategic Fire Plan

The 2018 Strategic Fire Plan for California reflects CAL FIRE's focus on (1) fire prevention and suppression activities to protect lives, property, and ecosystem services; and (2) natural resource management to maintain the state's forests as a resilient carbon sink to meet California's climate change goals and to serve as important habitat for adaptation and mitigation. The Strategic Fire Plan for California provides a vision for a natural environment that is more fire resilient; buildings and infrastructure that are more fire resistant; and a society that is more aware of and responsive to the benefits and threats of wildland fire, all achieved through local, state, federal, tribal, and private partnerships (CAL FIRE 2018). Plan goals include the following:

1. Identify and evaluate wildland fire hazards and recognize life, property and natural resource assets at risk, including watershed, habitat, social and other values of functioning ecosystems. Facilitate the collaborative development and sharing of all analyses and data collection across all ownerships for consistency in type and kind.
2. Promote and support local land use planning processes as they relate to: (a) protection of life, property, and natural resources from risks associated with wildland fire, and (b) individual landowner objectives and responsibilities.
3. Support and participate in the collaborative development and implementation of local, county and regional plans that address fire protection and landowner objectives.
4. Increase fire prevention awareness, knowledge and actions implemented by individuals and communities to reduce human loss, property damage and impacts to natural resources from wildland fires.
5. Integrate fire and fuels management practices with landowner/land manager priorities across jurisdictions.
6. Determine the level of resources necessary to effectively identify, plan and implement fire prevention using adaptive management strategies.
7. Determine the level of fire suppression resources necessary to protect the values and assets at risk identified during planning processes.
8. Implement post-fire assessments and programs for the protection of life, property, and natural resource recovery.

California Emergency Services Act

The California Emergency Services Act was adopted to establish the state's roles and responsibilities during human-caused or natural emergencies that result in conditions of disaster and/or extreme peril to life, property, or

resources of the state. This act is intended to protect health and safety by preserving the lives and property of the people of the state.

California Natural Disaster Assistance Act

The California Natural Disaster Assistance Act provides financial aid to local agencies to assist in the permanent restoration of public real property, other than facilities used solely for recreational purposes, when such real property has been damaged or destroyed by a natural disaster. The California Natural Disaster Assistance Act is activated when there has been a local declaration of emergency and the California Emergency Management Agency concurs with the local declaration, or after the governor issues a proclamation of a state emergency. Once the act is activated, the local government is eligible for certain types of assistance, depending on the specific declaration or proclamation issued.

California Disaster and Civil Defense Master Mutual Aid Agreement

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 local resources prove to be inadequate for a given situation. Each jurisdiction controls its own personnel and facilities but can give and receive help whenever needed. The Oceanside Fire Department (OFD) participates in these mutual aid, automatic aid, and other agreements with CAL FIRE and surrounding fire departments. In some instances, the closest available resource may come from another fire department. San Diego County is located in Mutual Aid Region 6 of the state system, which also includes Imperial, Riverside, San Bernardino, Inyo, and Mono Counties.

Local

San Diego County Emergency Operations Plan

The San Diego County Emergency Operations Plan is a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, and nuclear defense operations. The plan includes operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the source 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.

City of Oceanside General Plan

Public Safety Element

The Public Safety Element identifies hazards, such as earthquakes, fires, and tsunamis, and provides guidance for proper mitigation measures, such as evacuation routes, to ensure safety. Along with long range policies regarding seismic, flooding, and fire hazards, this element also includes a Public Safety Plan. The Public Safety Plan includes maps indicating areas that have increased susceptibility to these hazards and relocation routes during emergency evacuations. There are no formal policies within this element that are applicable to the proposed project.

4.18.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to wildfire are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. According to Appendix G of the CEQA Guidelines, a significant impact related to wildfire would occur if:

- a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, the project would:
- b. Substantially impair an adopted emergency response plan or emergency evacuation plan.
- c. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- d. 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.
- e. 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.

4.18.4 Impacts Analysis

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

The project's location is in an area statutorily designated as a Non-VHFHSZ by CAL FIRE (CAL FIRE 2022). As outlined in Appendix O, early evacuation for any type of wildfire emergency at the project site is the preferred method of providing for resident safety, consistent with the OFD's current approach within San Diego County. As such, the project would formally adopt, practice, and implement a "Ready, Set, Go!" approach to evacuation. The "Ready, Set Go!" concept is widely known and encouraged by the State of California and most fire agencies. It involves pre-planning for emergencies, including wildfire emergencies, and focuses on being prepared, having a well-defined plan, minimizing the potential for errors, maintaining the project site's fire protection systems, and implementing a conservative (evacuate as early as possible) approach to evacuation and project area activities during periods of fire weather extremes (Appendix O).

Based on the developed landscapes throughout the area and lack of wildlands, project-provided road enhancements/widening of the existing Guajome Lake Road, additional fire hydrants provided throughout the project site, minimal overall project size, and limited number of new residents and vehicles, the reduced size of some project fuel modification zones (FMZs) is considered satisfactorily addressed (see response to Threshold c)), and the project is considered to meet the intent of the code (Appendix O).

The adopted emergency plans applicable to the project area consist of the Multi-Jurisdictional Hazard Mitigation Plan for San Diego County (County of San Diego 2023), the San Diego County Emergency Operations Plan (Unified San Diego County Emergency Services and County of San Diego 2022), and the City's Emergency Operations Plan (City of Oceanside 2016). In addition, the City has developed a tsunami evacuation map (City of Oceanside 2024).

The San Diego County Multi-Jurisdictional Hazard Mitigation Plan is a countywide plan that identifies risks and ways to minimize damage from natural and human-made disasters. The plan is a comprehensive resource document that serves many purposes, such as enhancing public awareness, creating a decision-

making tool for management, promoting compliance with state and federal program requirements, enhancing local policies for hazard mitigation capability, and providing interjurisdictional coordination. The project would not impair implementation of the Multi-Jurisdictional Hazard Mitigation Plan.

The City's Emergency Operations Plan 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 assuring 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 coastal area of the City is within a tsunami inundation area. As a part of the City's Emergency Operations Plan, the City developed a tsunami evacuation map (City of Oceanside 2024). This City map shows the project site located outside of the tsunami evacuation area for the City. Evacuation routes shown on the tsunami evacuation map indicate that the project would not interfere with any evacuation routes identified on the map. Because the project is not within the identified evacuation area and is not near any roads used for evacuation routes, the project would not impede implementation of the Emergency Operations Plan or the associated tsunami evacuation plan.

The project would provide two access points for emergency responders along the southern boundaries of the project site along Guajome Lake Road. Currently, Guajome Lake Road is an unpaved dirt road from Albright Street to just east of Old County Road. This area is currently not up to fire code standards, but as described in Chapter 3, Project Description, the project implementation would include paving this road and ensuring that the road is up to fire code standards. The paving of the road would result in temporary road closure during the paving process. The project would be required to implement a traffic management plan to insure proper emergency access to the project site and surrounding area during project construction. The remainder of the project would not require the full closure of any public streets or roadways during construction or operations and would not impede access of emergency vehicles to the project site or any surrounding areas. Further, the project would provide all required emergency access in accordance with the requirements of the OFD, as detailed in Chapter 4.13 and Chapter 4.15, Traffic and Circulation.

Final site plans for the project would be subject to review by the OFD, prior to project development. The project would not substantially impair an adopted emergency response plan or emergency evacuation plan and, therefore, impacts are determined to be **less than significant**.

b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The project site is located in an urban and developed area of the City and is not within or adjacent to an FHSZ. Due to existing development in the vicinity, the area surrounding the project site is relatively flat and does not feature factors that would exacerbate wildfire risks. The preliminary site plans and emergency access for the project have been reviewed by the OFD and would be in compliance with the applicable fire code. It has been determined that the project would not exacerbate wildfire risks, exposing occupants to pollutants, and therefore, impacts would be **less than significant**.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The project would require the installation of water sources, underground utilities, and internal roads typical of a new mixed-use residential development. The project would not require installation of new public roads, emergency water sources, or any overhead utility lines.

Road improvements proposed for the project include 40-foot curb to curb improvements, including a 5-foot-wide parkway and a 4.5-foot-wide sidewalk. The internal private road would be 28 to 32 feet wide with 5-foot-wide sidewalks. Each proposed home would include a two-car garage and a private driveway that would allow for additional parking of two more cars. All fire access roads would be designed and maintained to support the imposed loads of fire apparatus (not less than 75,000 pounds), would be consistent with code requirements for asphaltic pavement surface, and would also meet all criteria outlined in Appendix O, Section 3.2.1. Project site access, including road widths and connectivity, would be consistent with the City's roadway standards and CFC Section 503. The project would also include supporting amenities, including a recreational area, open space, and landscaping.

Water fire flows would be consistent with OFD requirements for a residential development. The City's water service area requires new development to meet a requirement of a minimum 1,500-gallons-per-minute fire flow from any hydrant. The pressures in the project development would remain above 20 pounds per square inch for a minimum duration of 2 hours when meeting the fire requirements for the City's water service area and OFD fire flows (Appendix O). Fire hydrants would be located along fire access roadway(s) as determined by the OFD fire marshal in consultation with the City's water department to meet operational needs, at intersections, and at distances listed in Table C102.1 of the CFC, 2019 edition. The approved permanent fire hydrants would be installed, tested, and fully operable/placed in service before combustible materials are brought on site. All fire hydrants installed for the project would be consistent with the City's Design Standards as outlined in Appendix O, Section 3.5.

As outlined in Appendix O to this EIR, an important component of a fire protection system is the FMZ. FMZs are typically designed to gradually reduce fire intensity and flame lengths from advancing fire by strategically placing thinning zones and irrigated zones adjacent to each other on the perimeter of the structures exposed to the wildland-urban interface. The project is proposing a site-specific FMZ program with additional measures that are consistent with the intent of the standards. Due to site constraints, it is not possible to achieve a full 100-foot FMZ width for every project lot, specifically in the northwestern portion of the development adjacent to the riparian forest habitat and along the western and eastern property boundaries. As such, the Fire Protection Plan prepared for the project (see Appendix O) provides both City and state fire and building code required elements for constructing a residential structure in a Very High Fire Hazard Severity area and enhanced, code-exceeding mitigation measures for the lots with non-conforming fuel modifications zones. The code-exceeding mitigation measures are customized for the project site based on the fire behavior modeling analysis results and site fire environment evaluation, and they focus on meeting or exceeding the fire safety provided by a City-defined, full 100 feet of FMZ.

As indicated in the Fire Protection Plan Letter Report (Appendix O), the FMZs and additional fire protection measures proposed for the project provide equivalent wildfire buffer but are not standard zones. Rather, they are based on a variety of analysis criteria including predicted flame length, fire intensity (British thermal units), site topography and vegetation, extreme and typical weather, the positions of structures on pads,

positions of roadways, adjacent fuels, fire history, current vs. proposed land use, neighboring communities relative to the proposed project, and type of construction. As outlined in Section 4.2 of Appendix O, it is anticipated that the proposed structures would be able to withstand the short-duration, low to moderate intensity fire and ember shower that is projected from off-site, adjacent fuels based on factors identified throughout the Fire Protection Plan. Additionally, the project would adhere to City and state fire and building code required measures and code-exceeding measures outlined in Section 4.1 of Appendix O.

The project site would have two FMZs that extend across the project site, as depicted in Figure 4 of Appendix O. This defensible space consists of a combination of an irrigated, well-maintained landscape that consists of fire-resistant plants within 30 feet of the building (Zone1) and a thinned landscape in the areas between 30 and 100 feet (Zone 2) from the structures (where applicable). The proposed FMZs would follow the requirements outlined in Section 3.11.2 of Appendix O. Based on the predicted fire intensity and duration, along with flame lengths for this project site and the provided FMZs, the highest concern is considered to be from firebrands or embers as a principal ignition factor. Therefore, the project site, based on location and ember potential, is required to include the latest ignition- and ember-resistant construction materials and methods for roof assemblies, walls, vents, windows, and appendages, as mandated by the California Building Code (Chapter 7A). Additionally, a space extending 5 feet on a horizontal plane from the exterior wall surface of the buildings shall consist of continuous hardscape or limited fire-resistant plantings acceptable to the FAJH. Vegetation in this space would not exceed 6 inches to 18 inches in height, and irrigation is required. Additionally, this space would be free of combustible materials, and the use of mulch is prohibited (Appendix O).

Response to the project site from the closest existing OFD fire station (Station 6) would achieve a 3- to 4-minute travel time for the entire project site. This analysis indicates that the first arriving engine from Station 5 could respond within OFD's 5-minute response time goal to an estimated 5% of the project, with a response time of up to 6.5 minutes for the remainder of the project. A final decision regarding the need for mitigation for not strictly complying with OFD's response time goal would be at OFD's discretion. Although the project would exceed the 5-minute response time goal for most of the project area, it would not substantially exceed the goal anywhere on the project site. Additionally, there are additional firefighting resources within the vicinity of the project site, including OFD Station 5 and OFD Station 8. OFD Station 5 is located approximately 2.5 miles from the project site, and Station 8 is located approximately 4.6 miles from the project site. As analyzed in Appendix O to this EIR, service level requirements are not expected to be significantly impacted, with an increase of approximately two calls per month for the local fire response system. Therefore, the project is not expected to cause a decline in emergency response times. The requirements described in the Fire Protection Plan (see Appendix O) are intended to aid firefighting personnel and minimize the demand placed on the existing emergency service system.

Project development and associated on-site infrastructure would not exacerbate fire risks. As described previously, the project is not located within or adjacent to a VHFHSZ. Additionally, these improvements would be constructed within an existing right-of-way or within the project site boundary. The project would not require the installation or maintenance of such infrastructure as would exacerbate fire risk, and therefore, impacts are determined to be **less than significant**.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

As previously discussed, the project is not located in a VHFHSZ, and risk of wildfire is considered low. Due to the project site location and topography, the project would not be subject to downhill flooding or landslides resulting from a fire in the project area. The Preliminary Geotechnical Evaluation (Appendix G) also does not note any significant landslide risks based on the soil types within the project area. The project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, impacts are determined to be **less than significant**.

4.18.5 Mitigation Measures

No significant impacts related to wildfire were identified; thus, no mitigation measures are required.

4.18.6 Level of Significance After Mitigation

As analyzed above, no significant impacts related to wildfire were identified; thus, no mitigation measures are required. Impacts related to wildfire as a result of project implementation would be **less than significant**.

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5 Effects Found Not to Be Significant

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires that an environmental impact report (EIR) briefly describe potential environmental effects that were determined not to be significant and therefore were not discussed in detail in the EIR. The environmental issues discussed in the following sections are considered less than significant and do not require mitigation. The reasons for the conclusion of less than significant are discussed below.

5.1 Agriculture and Forestry Resources

A significant impact related to agriculture and forestry resources would occur if the project would:

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
- b. Conflict with existing zoning for agricultural use, or a Williamson Act contract.
- c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).
- d. Result in the loss of forest land or conversion of forest land to non-forest use.
- e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

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

The project site does not include and is not adjacent to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2022). As such, the proposed project would have **no impact** to Farmland resources.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site consists of 16.78 acres of primarily undeveloped land in the area of the City of Oceanside that is zoned Residential and is not used for agricultural purposes. According to the State Farmland Mapping and Monitoring Program, the site is designated as Other Land (DOC 2022). In addition, the City of Oceanside General Plan does not identify any active Williamson Act contracts. Therefore, the project would result in **no impact**.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The project site does not contain any timber or forest resources and does not meet the criteria for forest land or timberland. The project site is surrounded by residential uses and open space, in an area that has no timberland zoning. Additionally, the U.S. Department of Agriculture's Forest Service Forest Finder does not

identify any forest lands within the project site or surrounding areas (USDA 2022). Therefore, the project would not conflict with existing zoning for forest land or timberland, and **no impact** would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

Please refer to response to Threshold (c) above. There are no designated forest lands within the project vicinity, and therefore **no impact** would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Please refer to response to Thresholds (a) through (d) above. Because no agricultural farmland or forest land resources are located on or in the vicinity of the project site, and the project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use, the project would have **no impact** related to the conversion of agricultural or forest land.

5.2 Mineral Resources

A significant impact related to mineral resources would occur if the project would:

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

As mandated by the Surface Mining and Reclamation Act (SMARA) of 1975, the California State Mining and Geology Board classifies the state's mineral resources with the Mineral Resource Zone (MRZ) system. This system includes identification of presence/absence conditions for meaningful sand and gravel deposits. The project site is located within MRZ-3 (Miller 1996), which is designated as areas containing mineral deposits, the significance of which cannot be evaluated from available data.

According to the Environmental Resource Management Element of the City's General Plan, the project is not within a designated mineral resource area (City of Oceanside 1975) and would therefore not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Thus, the project would have **no impact** on mineral resources.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Please refer to the response to Threshold (a) above. The project is not within a designated mineral resource area (City of Oceanside 1975) and would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local General Plan, Specific Plan, or other land use plan. Therefore, **no impact** would occur.

6 Cumulative Effects

6.1 Introduction

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) include an analysis of cumulative impacts. The purpose of this chapter of the EIR is to explain the methodology for the cumulative analyses and present the potential cumulative effects of the Guajome Lake Homes Project (project or proposed project).

Section 15355 of the CEQA Guidelines defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Section 15130 of the CEQA Guidelines provides guidance for analyzing significant cumulative impacts in an EIR. The discussion of cumulative impacts “need not provide as great detail as is provided for the effects attributable to the project alone,” but instead is to be “be guided by standards of practicality and reasonableness” (Guidelines Section 15130[b].) The discussion should also focus only on significant effects resulting from the project’s incremental effects and the effects of other projects. According to Section 15130(a)(1), “an EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.”

Cumulative impacts can result from the combined effect of past, present, and future projects located in proximity to the project under review. Therefore, it is important for a cumulative impacts analysis to be viewed over time and in conjunction with other related past, present, and reasonably foreseeable future developments whose impacts might compound or interrelate with those of the project under review.

6.2 Methodology

According to Section 15130(b)(1) of the CEQA Guidelines, a cumulative impact analysis may be conducted and presented by either of two methods:

- a. A list of past, present, and probable activities producing related or cumulative impacts; or
- b. A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

Due to the differing nature of cumulative effects and the associated cumulative study areas for each environmental topic, the approach method utilized is discussed in each section below.

6.3 Cumulative Projects

Based on information provided by the City of Oceanside (City), a list of cumulative projects under consideration for this analysis is presented in Table 6-1 (City of Oceanside 2022).

Table 6-1. Cumulative Projects

| Project Name | Type of Development | Project Size | Status |
|---|--|---|--------------------|
| Melrose Heights (GPA 13-00003) | Multifamily Residential, Commercial/Retail | 313 residential dwelling units, 20,00 square feet of commercial/retail | Under construction |
| North River Farm (GPA16-00002) | Planned Development, Mixed-Use Residential | 395 residential units, commercial and restaurant uses, a local farm, and a hotel | Approved |
| Ocean Kamp (T19-00004) | Mixed-Use Resort | 300-key resort hotel and 126,400 square feet of office/retail/restaurants on 36 acres, 700 multifamily residential dwelling units on 36 acres, 20 acres of preserved open space | Approved |
| El Corazon Mixed-Use (D19-00018) | Mixed-Use | 212 acres of parks and recreation, 164 acres of habitat, 34 acres of civic services, 25 acres of commercial on Oceanside Boulevard, 19 acres of village commercial, and 11-acre hotel | Approved |
| Rio Rockwell (GPA18-00001) | Residential | Rezoning of the site to allow 78-unit residential project | Approved |
| Warehouse Project (ADP21-00004) | Mixed-Use | 50,000-square-foot warehouse building (with 1,500 square feet of office space) located at the southeast corner of North Avenue and Vista Pacific Drive in Oceanside | Under review |
| Modera Melrose (D21-00011) | Mixed-Use | 324 residential units, inclusive of 33 income-restricted units and 2,338 square feet of commercial retail space on vacant 7.43-acre site | Under review |
| West Coast Tomato Growers Inc. Farmworker Housing (D22-00005) | Mixed-Use | Construction of six buildings, including four dormitories, kitchen, dining hall, laundry facilities, storage, and office space (totaling 43,104 square feet) to accommodate up to 492 seasonal farm workers | Under review |
| Pacifica Housing Project (GPA22-00001) | Residential | Construction of 164 townhomes | Under review |

Source: City of Oceanside 2022.

6.4 Cumulative Impact Analysis

6.4.1 Aesthetics

Projects contributing to a cumulative aesthetic impact include those within the project viewshed. The viewshed encompasses the geographic area within which the viewer is most likely to observe the proposed project and surrounding uses. Typically, this is delineated based on topography because elevated vantage points, such as from scenic vistas, offer unobstructed views of expansive visible landscapes. Cumulative aesthetic impacts would occur if projects combined to result in significant adverse impacts to the visual quality of the environment and/or increase sources of substantial lighting and glare.

The proposed project would contribute to the changing visual character of the area. with the incorporation of 83 new single-family homes on a primarily vacant site. These visual changes would be most evident for existing residents to the north, east, and west; motorists on Guajome Lake Road; and users of the Guajome Regional Park trail immediately adjacent to the project site to the south. However, the majority of the surrounding area is developed with residential uses, and the proposed project would be consistent with adjacent land uses and the General Plan and zoning designation for the project site. As described in Section 4.1, Aesthetics, the City of Oceanside General Plan Environmental Resource Management Element (City of Oceanside 1975) identifies natural scenic open space as a valuable scenic resource that contributes to the visual landscape and should be preserved. In addition to the resources identified above, the Environmental Resource Management Element and Land Use Element (City of Oceanside 1989) identify Guajome Regional Park as a scenic resource. Relative to the project site, the Pacific Ocean is approximately 8 miles west; the Buena Vista Lagoon is approximately 7 miles southwest; the San Luis Rey River is approximately 1 mile north; Guajome Lake is approximately 0.5 miles west, and Guajome Regional Park is immediately adjacent to the project site to the south.

Development plans for projects within the Scenic Park Overlay District shall be reviewed for compliance with the review criteria and requirements of Article 22 and with all other applicable requirements of the City Municipal Code. The project site is within the Scenic Park District Overlay District and the Guajome Regional Park Sphere of Influence and would be subject to objectives and policies under the Guajome Regional Park Sphere of Influence, as outlined in Section 4.1.

Visual change related to the majority of the cumulative projects outlined in Table 6-1 would be greater in scale than the proposed project due to the size of the projects and associated land uses, such as the hotels associated with the Ocean Kamp and El Corazon Mixed-Use cumulative projects. The proposed project is surrounded by existing residential developments, and the proposed land uses would be visually consistent with the surrounding area. Similar to the proposed project, all cumulative projects are required to participate in the City's design review process, which includes review of the proposed landscaping plan and a consistency finding with regard to proposed building design, mass, bulk, and height in the context of the existing landscaping.

The project would introduce a new source of light and glare to the project area in comparison to Existing Conditions. The cumulative projects are also anticipated to contribute new sources of light and glare as projects are constructed. Each cumulative project would be required to address the effects of light and glare on sensitive receptors and provide mitigation, as necessary. As described in Section 4.1, the project site is surrounded by existing roads and residential uses. In addition, the project would not be anticipated to result in substantial light and glare because proposed architecture does not include the use of reflective building materials and finishes, reflective lighting structures, metallic surfaces, or overhead street lighting. In addition, the proposed project and

each cumulative project would be required to comply with the City of Oceanside Municipal Code Chapter 39, Light Pollution Regulations.

The proposed project would have no significant impact on a scenic vista or City-protected scenic resource, would not adversely impact the visual character of the area, and would not introduce a substantial new source of lighting or glare. Therefore, cumulative impacts related to aesthetics would be **less than significant**.

6.4.2 Air Quality

Air pollution is largely a cumulative impact and is cumulatively evaluated based on the air basin. The nonattainment status of regional pollutants is a result of past and present development, and San Diego Air Pollution Control District (SDAPCD) develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. The San Diego Air Basin has been designated a federal nonattainment area for ozone and a state nonattainment area for ozone and particulate matter (PM₁₀ and PM_{2.5}). PM₁₀ (particulate matter less than or equal to 10 microns in diameter) and PM_{2.5} (particulate matter less than or equal to 2.5 microns in diameter) emissions associated with construction generally result in near-field impacts.

As described in Section 4.2, Air Quality, construction of the proposed project would result in potentially significant impacts related to emissions of criteria air pollutant emissions. Implementation of mitigation measure **(MM)-AQ-1**, which would ensure that low-volatile organic compound (VOC) coatings are used during construction, would reduce VOCs to below the SDPACD threshold. Additionally, implementation of **MM-AQ-2** would ensure that no wood fireplaces would be included in the project design, which would reduce VOC emissions to below the SDAPCD threshold.

Regarding air quality plan consistency and anticipation of cumulative air quality impacts in local air quality planning, the Regional Air Quality Strategy relies on San Diego Association of Governments (SANDAG) growth projections based on population and vehicle trends, and on land use plans developed by San Diego County and cities within San Diego County as part of the development of their General Plans. As such, projects involving development that is consistent with the growth anticipated by local plans would be consistent with the Regional Air Quality Strategy. However, if a project involves development greater than that anticipated in the local plan and SANDAG's growth projections, the project might conflict with the Regional Air Quality Strategy and may contribute to a potentially significant cumulative impact on air quality. The proposed project would be consistent with the existing General Plan land use designation and zoning for the site (City of Oceanside 1989); therefore, the proposed project would be consistent with the Regional Air Quality Strategy.

As discussed in Section 4.2, the potential for a project to result in a cumulatively considerable impact (per the SDAPCD guidance and thresholds) is based on the project's potential to exceed the project-specific daily thresholds. Because maximum construction and operational emissions would not exceed the SDAPCD significance thresholds for VOCs, oxides of nitrogen, carbon monoxide, oxides of sulfur, PM₁₀, or PM_{2.5}, the project would not result in a cumulatively considerable increase in criteria air pollutants.

Similar to the proposed project, cumulative projects would be required to prepare an air quality assessment to determine potential impacts related to air quality. Because the proposed project would not exceed SDAPCD's mass daily significance thresholds during construction or operation, cumulative impacts related to air quality would be **less than significant**.

6.4.3 Biological Resources

The cumulative biological study area is the area covered by the Oceanside Subarea Plan (City of Oceanside 2010). Direct impacts to special-status plant species and special-status wildlife could occur due to project implementation but would be mitigated per the Oceanside Subarea Plan; direct impacts would therefore not contribute to any cumulative sensitive-species impacts. In addition to **MM-BIO-1** through **MM-BIO-11**, the project would implement standard best management practices (BMPs), which would avoid contributions toward a cumulative indirect impact to special-status wildlife species and sensitive habitats. As with all other projects, the proposed project would be required to comply with the California Fish and Game Code and with the federal Migratory Bird Treaty Act to avoid impacts to nesting birds. Therefore, the project is not anticipated to result in significant cumulative impacts to regional biological resources. Cumulative impacts related to biological resources would be **less than significant**.

6.4.4 Cultural Resources

According to CEQA, the importance of cultural resources comes from the research value and the information they contain, as well as the loss of recognized cultural landmarks and vestiges of our community cultural history. The cumulative study area includes the project area of potential effect and cumulative project sites.

As identified in Section 4.4, Cultural Resources, the historic-age structure on the project site was determined to not be eligible for listing in the National Register of Historic Places or California Register of Historical Resources and is not a City of Oceanside Designated Historic Resource due to a lack of significance, and the project would have less-than-significant impacts on historical resources. It is expected that cultural resources studies would be prepared for all cumulative projects to assess potential impacts and that these projects would avoid or mitigate impacts to historical resources as required by local jurisdictions and state law.

As identified in Section 4.4, there is low to moderate sensitivity for identifying intact subsurface archaeological deposits during project implementation. A South Coastal Information Center records search did not identify any resources within the project area; however, 23 previously recorded resources were identified within 1 mile of the project area, and the project's proximity to a drainage means that the area would have been an attractive location for prehistoric camps or habitation sites.

Because there are no cultural resources in the area of potential effect, no historical resources as defined under CEQA will be impacted by the project. This includes no direct, indirect, or cumulative impacts. Given the sensitivity of the area, there is potential for subsurface cultural resources; therefore, it is recommended that a qualified archaeologist and a traditionally and culturally affiliated Native American monitor representing a traditionally and culturally affiliated Luiseño tribe be present during all ground-disturbing activities.

Therefore, as recommended in the Cultural Resources Inventory Report (Appendix D), in the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards can evaluate the significance of the find. Construction activities may continue in other areas but should be redirected a safe distance from the find. If the new discovery is evaluated and found to be significant under CEQA and avoidance is not feasible, additional work such as data recovery may be warranted. In such an event, a data recovery plan should be developed by the qualified archaeologist in consultation with the City and Native American representatives, if applicable. Ground-

disturbing work can continue in the area of the find only after impacts to the resources have been mitigated and with City approval.

To further ensure project development would not result in potential impacts to cultural resources, the proposed project would implement the City's standard cultural mitigation measures, **MM-CUL-1** through **MM-CUL-9**, outlined in Section 4.4 of this EIR.

It is expected that cultural resources studies would be prepared for all other cumulative projects to assess potential impacts and that these projects would similarly avoid or mitigate impacts to cultural resources as required by local jurisdictions and state law.

All significant cultural resource-related impacts associated with cumulative projects would be mitigated on a project-by-project basis. Therefore, cumulative impacts related to cultural resources are determined to be **less than significant**.

6.4.5 Energy

Potential cumulative impacts on energy would result if the proposed project, in combination with past, present, and future projects, would result in the wasteful or inefficient use of energy within the San Diego region. This could result from development that would not incorporate sufficient building energy efficiency features, would not achieve building energy efficiency standards, or would result in the unnecessary use of energy during construction and/or operation. The cumulative projects within the areas serviced by the energy service providers would be applicable to this analysis; this includes existing aging structures that are energy inefficient. Projects that include development of large buildings or other structures that would have the potential to consume energy in an inefficient manner would have the potential to contribute to a cumulative impact.

As described in Section 4.5, Energy, of this EIR, due to various design features that would be required of the proposed project, including installing solar panels on buildings, implementing a Transportation Demand Management plan, reducing landscaping water use, and planting trees, the proposed project would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary use of energy. The project site is located in an area that is served by existing utilities and public services. The project would result in an increase in local consumption of both electricity and natural gas. However, the proposed project's energy demands would be consistent with the anticipated level of economic development and growth in the region, and San Diego Gas & Electric would have sufficient available capacity to serve the proposed project.

Like the project, cumulative projects would be subject to the California Green Building Standards, which provides energy efficiency standards for commercial and residential buildings. Over time, California Green Building Standards would implement increasingly stringent energy efficiency standards that would require the project, and the cumulative projects, to minimize the wasteful and inefficient use of energy. In addition, cumulative projects would be required—at a minimum—to meet Title 24 building standards, further avoiding the inefficient use of energy.

In summary, the proposed project contains energy-efficiency design features, would comply with applicable regulatory standards for the enhancement of energy efficiency, and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Thus, the proposed project would not contribute to a cumulative impact to the wasteful or inefficient use of energy and would not result in a cumulatively considerable contribution to a potential cumulative impact. Cumulative impacts related to energy would be **less than significant**.

6.4.6 Geology and Soils

Due to the localized nature of geology and soils, cumulative projects would address potential impacts to geology and soils on a project-by-project basis because potential geologic hazards and soil composition vary by site. Each cumulative project would be required to assess individual and site-specific geologic conditions, which would inform construction and development of each site. All cumulative development would be subject to similar requirements to those imposed and implemented for the proposed project and would be required to adhere to applicable regulations, standards, and procedures.

As described in Section 4.6, Geology and Soils, of this EIR, a Preliminary Geotechnical Evaluation and a Paleontological Resources Inventory Report were prepared for the proposed project and are included as Appendix E and Appendix F to this EIR. As analyzed in Section 4.6, project impacts related to earthquakes, seismic-related ground shaking and ground failure, liquefaction, landslides, erosion, lateral spreading, expansive soils, and water disposal systems were determined to be less than significant.

No paleontological resources were identified within the project site as a result of the institutional records search, desktop geological review, and paleontological survey; the paleontological records search completed for the site failed to report any previously recorded paleontological sites within the project site, and none were observed during the pedestrian survey. However, Eocene deposits mapped within and throughout most of the project site have high paleontological sensitivity. In the event that intact paleontological resources are discovered on the project site, ground-disturbing activities associated with construction of the project, such as grading and augering during site preparation and trenching for utilities, have the potential to destroy a unique paleontological resource or site, which could result in potentially significant impacts to paleontological resources. However, with implementation of proposed **MM-GEO-1**, potential impacts to paleontological resources would be reduced to a less-than-significant level.

Although some of the projects on the cumulative list are located in areas that may contain paleontological resources, the presence of these resources is typically unknown prior to construction, and it is expected that mitigation measures would be included with approval of cumulative projects to ensure that impacts to paleontological resources are minimized.

Because implementation of the proposed project would not result in any significant impacts to geology and soils on the project site, and all cumulative projects would be required to analyze site-specific conditions and implement recommendations or mitigation, cumulative impacts related to geology and soils would be **less than significant**.

6.4.7 Greenhouse Gas Emissions

A “cumulative impact” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental effects. Pursuant to CEQA Guidelines Section 15130(b)(1)(A)(B), an adequate discussion of a project’s significant cumulative impact, in combination with other closely related projects, can be based on either (1) a list of past, present, and probable future projects producing related impacts; or (2) a summary of projections contained in an adopted local, regional, or statewide plan, or a related planning document that describes conditions contributing to the cumulative effect.

Due to the global nature of the assessment of greenhouse gas (GHG) emissions and the effects of global climate change, GHG emissions analysis, by its nature, is a cumulative impact analysis. Therefore, the information and

analysis provided in Section 4.7, Greenhouse Gases, of this EIR to determine project-level impacts applies here. Based on the results of that analysis, the project's contribution to global climate change would not be cumulatively considerable.

This approach is consistent with the supporting documentation published by the California Natural Resources Agency when promulgating the Senate Bill 97-related CEQA amendments, which indicated that the impact of GHG emissions should be considered in the context of a cumulative impact, rather than a project-level impact (CNRA 2009a). The California Natural Resources Agency similarly advised that an environmental document must analyze the incremental contribution of a project to GHG levels and determine whether those emissions are cumulatively considerable (CNRA 2009a). The adopted CEQA Guideline (14 CCR 15064.4) confirms that the analysis of climate change impacts is cumulative and, in the most recent update to the Guidelines, text was added to Section 15064.4 to clarify as much (CNRA 2009b). Section 15064.4 now states, "In determining the significance of a project's GHG emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change."

The project would not contribute to a significant cumulative impact by generating GHG emissions, either directly or indirectly, that may have a significant impact on the environment or by conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Cumulative impacts related to GHG emissions would be **less than significant**.

6.4.8 Hazards and Hazardous Materials

Past, current, and reasonably foreseeable projects in the region will result in the use and transport of incrementally more oils, greases, and petroleum products for operational purposes. Although these could be subject to accidental spillage, there is no quantifiable cumulative effect because accidents are indiscriminate events, not related or contributory to one another. Provided that individual projects adhere to current laws governing storage, transportation, and handling of hazardous materials, no significant cumulative hazards or threats to human health and safety are anticipated. In addition, any cumulative project would be required to identify existing hazardous materials on site and comply with existing regulations related to the use, transport, and disposal of hazardous materials. Similarly, all cumulative projects would be required to analyze and properly mitigate any impacts to the existing evacuation plan if impacts are identified.

During construction of the proposed project, there is potential for release of hazardous materials related to storage, transport, use, and disposal from construction debris, landscaping, and commercial products. However, the proposed project would be required to adhere to federal, state, and local laws, such as California's Occupational Safety and Health Administration requirements, California Hazardous Waste Control Act, California Accidental Release Prevention, and the California Health and Safety Code, which regulate the management and use of hazardous materials and are intended to minimize risk to public health associated with hazardous materials. The project would be a residential development, which is not typically considered a source of substantial hazardous materials. Cumulative projects outlined in Table 6-1 similarly consist of mixed-use residential/commercial development. As analyzed in Section 4.8, Hazards and Hazardous Materials, of this EIR, it was determined that the project would not result in significant impacts related to hazards and hazardous materials.

With regard to wildfire hazards, any of the cumulative projects proposed within a Fire Hazard Severity Zone as defined by the California Department of Forestry and Fire Protection would be required to meet minimum fire fuel modification and/or clearing requirements in addition to meeting whatever standards of the various fire

codes in effect at the time of building permit issuance. For projects within the City, these requirements are implemented through preparation of and compliance with a fire protection plan, which is reviewed and approved by the fire marshal.

Similar to the proposed project, cumulative projects would be required to analyze specific impacts related to hazards and hazardous materials and to remediate any hazardous conditions that could occur. Project impacts related to hazards and hazardous materials were determined to be less than significant; therefore, the project would not combine within any cumulative projects in a manner that would increase potential exposure to hazards. Therefore, cumulative impacts related to hazards and hazardous materials would be **less than significant**.

6.4.9 Hydrology and Water Quality

The proposed project and cumulative projects would result in an increase of impervious surfaces in the area. More specifically, other large development projects nearby would result in the conversion of large pervious areas to impervious areas. This would potentially result in increased surface runoff, alteration of the regional drainage pattern, and flooding. However, like the proposed project, each individual project applicant would be required to hydrologically engineer the respective cumulative project site to ensure that post-development surface runoff flows can be accommodated by the regional drainage system.

The project is located within the San Luis Rey Hydrologic Unit (903), within the Lower San Luis Hydrologic Area (903.1) and the Mission Hydrologic Subarea (903.11) of the Water Quality Control Plan for the San Diego Basin (California Regional Water Quality Control Board 2021). Within this hydrologic subarea, downstream impaired 303(d) listed water bodies include the East Channel Creek, Guajome Lake, and the San Luis River Lower. Total maximum daily loads have been established to address these pollutants for the Pacific Ocean shoreline and San Luis Rey River mouth. Considering the downstream waters are impaired by pollutants, the potential pollutants of concern that may be generated by the proposed project and cumulative projects based on the proposed/approved residential uses are bacteria, eutrophic, benthic community effects, bifenthrin, chloride, nitrogen, phosphorus, total dissolved solids, and toxicity.

The proposed project, in conjunction with other future projects, may affect water quality on a cumulative scale; however, future projects are required to comply with applicable federal, state, and City regulations for stormwater and construction discharges, including the implementation of BMPs, which would reduce cumulative impacts to water quality to a level below significance. As outlined in Section 4.9, Hydrology and Water Quality, implementation of the project would not result in impacts related to water quality, drainage and stormwater capacity, flooding, or groundwater. The proposed project would implement BMPs and project-specific measures outlined in the project-specific Storm Water Quality Management Plan (Appendix I) and Preliminary Hydrology Study (Appendix H) to reduce potential effects. The proposed project would be in compliance with state and City water quality standards. All cumulatively considered projects would be subject to the same federal water quality standards and state waste discharge requirements as the proposed project. This includes preparation of project-specific stormwater pollution prevention plans per the National Pollutant Discharge Elimination System permit program and implementation of associated BMPs to prevent construction-related runoff from polluting receiving waters.

By incorporating proposed BMPs and recommendations of the project-specific Storm Water Quality Management Plan, Drainage Plan, and Stormwater Pollution Prevention Plan into the project design, the proposed project would not substantially contribute to a significant cumulative impact to water quality. Therefore, cumulative impacts related to hydrology and water quality would be **less than significant**.

6.4.10 Land Use and Planning

Although land use and planning impacts tend to be localized, and specific impacts are tied either directly or indirectly to specific action, the proposed project may have the potential to work in concert with other past, present, or future projects to either cause unintended land use impacts, such as reducing available open space, or to accommodate increased growth that may result in more intensive land uses. Therefore, the geographic context for cumulative analysis is the policy area, which in this case is the City.

The proposed project and related cumulative projects in the immediate vicinity are subject to the goals and policies of the City's General Plan and other planning documents, as applicable. The General Plan designation for the project site is Single-Family Detached Residential (SFD-R) with a zoning designation of Single-Family Residential – Scenic Park Overlay and Equestrian Overlay (RS-SP-EQ). With approval of the request for density bonus, the proposed development would be consistent with the City's land use and zoning designations for the site, which allows for detached single-family residential development.

As described in Section 4.10, Land Use and Planning, of this EIR, the project would involve a request for approval of a development plan and density bonus to allow the construction of 83 single-family residential units and associated amenities. Of the 83 single-family homes, 4 would be designated as deed-restricted affordable housing. The remaining 79 homes would be sold at market rate. The proposed affordable homes would be distributed evenly throughout the development. To accommodate the project as allowed under the state Density Bonus Law, the project cannot physically comply with all of the development standards that apply to standard single-family residential projects. Based on the proposed design to accommodate density bonus units, the project anticipates seeking waivers of development standards, including reduction of lot sizes, removal of equestrian development standards, reduction or redistribution of setbacks, reduction of open space/landscape minimums, increase of floor area ratio per lot, and an increase in retaining wall heights.

The project is subject to the state Density Bonus Law (Government Code Section 65915) and local density bonus provisions (Section 3032 of the City Zoning Ordinance). Any cumulative project incorporating affordable housing and requesting density bonus would similarly be afforded incentives/concessions and unlimited waivers per the state Density Bonus Law and City requirements, if approved.

All cumulative projects would be subject to similar criteria as the proposed project, which would ensure compliance with existing applicable land use plans with jurisdiction over the project area. Similar to the proposed project, any cumulative projects that propose amendments to the City General Plan or Zoning Ordinance would be required to show that proposed uses would not result in significant environmental impacts due to a conflict with applicable policies. Consistency with the City's applicable General Plan policies (and any other applicable planning documents) would ensure compliance and orderly development of the proposed project and other related cumulative projects. Similar to the proposed project, final site plans of all cumulative projects would be subject to review and approval by the City. Because all current and future projects would be analyzed for compatibility and compliance with land use regulations prior to approval, cumulative impacts related to land use and planning are determined to be **less than significant**.

6.4.11 Noise

Noise levels tend to diminish quickly with distance from a source. Therefore, the geographic scope of the analysis of cumulative impacts related to noise is limited to locations immediately surrounding and in close proximity to the project site.

Project site construction activity (e.g., site preparation near the project boundary) could be as close as 40 feet to the nearest sensitive receptor. As determined in Section 4.11, Noise, of this EIR, noise impacts from construction would be less than significant. The closest cumulative project to the project site is the West Coast Tomato Growers Inc. Farmer Housing Project, located approximately 0.75 miles from the project site. Therefore, given the distance from the project site, cumulative projects would not contribute to cumulative construction noise impacts on nearby sensitive receptors, and impacts would be less than significant. Because operational noise is measured at the property line of receiving locations and is based on on-site noise generation only, operational noise impacts would not be cumulative in nature.

As shown in Table 4.11-6 in Section 4.11, the proposed project's traffic-related impacts would result in a 3 dB or less increase along area roadways. As identified in the Draft Local Transportation Assessment for the project (Appendix K), there are no cumulative projects in proximity to the project site that are expected to impact roadways near the project site. Therefore, the increase in operational noise associated with cumulative traffic or operational on-site noise would not be cumulatively considerable.

Similar to the proposed project, cumulative projects would include construction and operation noise reduction measures to reduce any potentially significant noise impacts to a level below significance, where feasible. Development plans for cumulative projects would be required to outline mitigation measures, design features, and required regulatory compliance. Implementation of project-specific mitigation and design features would ensure cumulative noise impacts would remain **less than significant**.

6.4.12 Population and Housing

The geographic context for the analysis of cumulative impacts associated with population and housing consists of the City, which is consistent with how population is addressed and planned for by the City of Oceanside General Plan and SANDAG Regional Housing Needs Assessments. Cumulative projects in addition to the proposed project could result in both direct and indirect cumulative impacts to population and housing in the City. Projects that include residential development could result in direct impacts to population growth in the City, and nonresidential projects located on undeveloped land could result in indirect growth due to the need for new roads and/or utilities, or for the expansion of existing infrastructure.

Cumulative projects outlined in Table 6-1 include both residential and mixed-use development projects. The introduction of a new population is not, in and of itself, a significant impact. As with a project-level analysis, the significance of a cumulative population impact is determined by whether the population growth resulting from the combined cumulative projects would be considered to induce substantial unplanned population growth in the area. Similar to the City, the neighboring jurisdictions manage population growth and housing stock to meet their Regional Housing Needs Assessment requirements. All cumulative projects would be required to prepare an environmental document addressing potential impacts to population and housing and would be required to comply with the City's General Plan Housing Element and City ordinances related to housing and would be subject to applicable development fees. Compliance with City regulations and fees would ensure that cumulative impacts related to population and housing are adequately addressed.

As discussed in Section 4.12, Population and Housing, the project would construct 83 single-family residences, which would have the potential to house approximately 233 people, based on the City's Housing Element of an average household size of 2.8 persons per dwelling unit (City of Oceanside 2023). The City's General Plan has designated the project site as Single-Family Detached Residential (SFD-R), with a zoning designation of Single-Family Residential – Scenic Park Overlay and Equestrian Overlay (RS-SP-EQ). The proposed project would be consistent with the designated land use and zoning for the site.

As described in Section 4.12, the most recent Regional Housing Needs Assessment from SANDAG stated that the City needs to build 5,443 units from 2021 through 2029 (SANDAG 2020). The City has a projected deficit of 1,268 very-low-income units, 718 low-income units, 883 moderate-income units, and 2,574 above-moderate-income units (SANDAG 2020). The project is expected to bring 83 units to market in 2024–2025, including 4 affordable/low-income units and 79 market-rate units, which would be within SANDAG's growth projection for housing during the 6th Cycle planning horizon (i.e., April 2021–April 2029). All cumulative projects listed in Table 6-1 include a residential and/or a hotel component. Development of residential units under the cumulative projects would further assist the City in addressing its housing deficit. It is unlikely that all occupants of approved and proposed housing in the City would be new residents to the City.

Although the project would directly lead to additional growth within the City as a result of 83 new residential units generating approximately 233 residents, the increase in population growth at the project site is accounted for in the City's Housing Element and General Plan and meets the objectives of General Plan goals and policies, specifically Policy 3.5, which encourages development of low- and moderate-income housing opportunities, and Policy 3.7, which encourages disbursement of low- and moderate-income housing throughout the City. The project would not lead to indirect growth because the project does not propose substantial infrastructure improvements that would allow for additional unplanned growth in the area. It is noted that the surrounding area already includes land developed or designated for residential uses, and land that has not been developed is designated as Open Space, limiting further substantial development of the area. For these reasons, cumulative impacts related to population and housing are determined to be **less than significant**.

6.4.13 Public Services

As detailed in Section 4.13, Public Services, the proposed project would involve an incremental increase in demand for public services. As analyzed in Section 4.13, the project would be adequately served by existing police and fire protection services and by existing school and park facilities and would not require new or expanded facilities to serve the site that would cause physical environmental impacts.

The projects in the cumulative project list would contribute to a cumulatively considerable use of public services, including land development projects that will allow considerable growth in the City. However, these projects would be required to analyze such project-specific impacts to public services and availability of services and would be provided will-serve letters, as required. In addition, the cumulative projects and the proposed project would each be required to pay development impact fees, school facilities fees, and in-lieu park fees, as stipulated by the City Municipal Code and California Government Code Section 65996. These regulations would ensure that impacts would remain below a level of significance. Therefore, the proposed project, in combination with the cumulative projects, would not result in a considerable cumulative impact related to public services and facilities, and cumulative impacts would be **less than significant**.

6.4.14 Recreation

The geographic context for the analysis of cumulative impacts associated with recreation consists of the City, because recreational facilities are provided by the City. The proposed project would contribute a direct permanent increase to the population of the City and would increase the demand on recreational uses. However, it is unlikely that all occupants of approved and proposed housing in the City would be new residents to the City and thus new users of existing recreational facilities.

As described in Chapter 3, Project Description, of this EIR, a total of approximately 35,151 square feet of recreational open space is proposed as part of the project. Additionally, each proposed residence would include a front and rear yard. The City requires 300 square feet of open space per unit, and the project would create approximately 423 square feet of open space per unit in addition to the private open space provided for each lot.

According to the City's General Plan Community Facilities Element, the City's goal is to provide a minimum of 5 acres of developed community parks per 1,000 residents within the City (City of Oceanside 1990). As described above, the City currently has a total of 797.7 acres of existing parkland. As of 2020, the population within the City was 174,068, resulting in a parkland service ratio of 4.5 acres per 1,000 residents. Although this is below the current standard of 5 acres per 1,000 residents, the existing inventory includes only 2 acres of the 465-acre El Corazon Specific Plan area. Planned development of El Corazon Park will result in an additional 210 acres of parkland. With completion of El Corazon Park, the parkland service ratio will increase to 5.7 acres per 1,000 residents (City of Oceanside 2023).

Although the project would potentially increase the utilization of existing parks and recreational facilities within the City, it is determined that the combination of proposed open space amenities on site, existing park and recreational facilities in the area, and proposed future recreational facilities within the City would adequately serve future residents of the project site. Additionally, the project developer would be responsible for applicable Development Services Department impact fees.

In accordance with Chapter 32D of the City's Municipal Code, cumulative projects would be required to either (1) create dedicated park land within or partly within the project site, whose acreage would be determined by the City; (2) dedicate land usable for recreation purposes in addition to paying a portion of the park impact fee; or (3) pay the entire park impact fee. Furthermore, any substantial expansion or development of new recreational facilities would be subject to the appropriate CEQA environmental review, which would identify and address any site-specific impacts. Therefore, with project-specific environmental review and payment of the City's development impact fees, cumulative impacts to recreational facilities would be **less than significant**.

6.4.15 Transportation

Future potential development of the project site in addition to cumulative projects in the study area could result in cumulative impacts related to transportation and circulation. The Draft Local Transportation Assessment prepared for the proposed project (Appendix K) analyzed Existing Conditions, Existing Conditions Plus Project, Existing Conditions Plus Near-Term Cumulative, and Existing Conditions Plus Near-Term Cumulative Project Plus Project. As outlined in the Draft Vehicle Miles Traveled Analysis (Appendix L) to this EIR and in Section 4.15, Traffic and Circulation, of this EIR, cumulative projects are other projects in the study area that would add traffic to the local circulation system in the near future. Based on information from City staff, no cumulative projects were identified that would add to traffic on Guajome Lake Road southeast of Albright Street. For purposes of the

Draft Local Transportation Assessment, a 1% growth factor was added to existing volumes to represent cumulative volumes (Appendix K).

As analyzed in Section 4.15, implementation of the proposed project would not result in any significant project or cumulative impacts to transportation and circulation in the study area.

It is expected that traffic reports fully analyzing project-specific impacts on site and within their respective study areas would be prepared for all cumulative projects, consistent with City Guidelines. These reports would be expected to provide mitigation measures, design features, or improvements recommendations to address any potentially significant impacts. Furthermore, all cumulative projects would be required to comply with applicable City regulations related to transportation and circulation, as the proposed project does. Therefore, it is determined that cumulative impacts to transportation as a result of project implementation would be **less than significant**.

6.4.16 Tribal Cultural Resources

Each cumulative project subject to Assembly Bill 52 would require tribal consultation on a case-by-case basis to identify any potential tribal cultural resources affected by each cumulative project. As discussed in Section 4.16, Tribal Cultural Resources, the discovery of tribal cultural resources within the project site is not anticipated, and mitigation is not required. However, to further ensure project development would not result in potential impacts to tribal cultural resources, the proposed project would implement the City's standard cultural mitigation measures, **MM-CUL-1** through **MM-CUL-9**, outlined in Section 4.4 of this EIR. It is anticipated that each cumulative project would require mitigation to reduce potentially significant impacts to tribal cultural resources to a level below significance. With implementation of project-specific mitigation and compliance with applicable regulations related to tribal cultural resources, cumulative impacts would be **less than significant**.

6.4.17 Utilities and Service Systems

As with public services, cumulative impacts to utilities and service systems would result when projects combine to increase demand for utilities and service systems such that additional facilities must be provided or existing facilities expanded. As with many other environmental issue areas, impacts to utilities may be less than significant at a project level, but when combined with other projects, effects could lead to a cumulative impact. The proposed project, in combination with cumulative projects, would result in an increase in water demand, wastewater generation, and solid waste generation. As discussed in Section 4.17, Utilities and Service Systems, the City, as the provider of wastewater facilities, would confirm availability of adequate wastewater treatment capacity, prior to approval of the proposed project and cumulative projects. This, in conjunction with provision of any required developer impact fees proportionate to the increase in demand, would minimize impacts to utilities and service systems. Each cumulative project would be required to provide developer impact fees and undergo similar approval at the discretion of the City. As analyzed in Section 4.17, implementation of the proposed project would not result in significant impacts related to water or wastewater supply or capacity, storm drainage, or solid waste capacity. The proposed development would be adequately served by existing City facilities and would not require expansion of water, wastewater, storm drain, or solid waste facilities. Therefore, it is determined that cumulative impacts related to utilities and service systems would be **less than significant**.

6.4.18 Wildfire

The project area, like all of San Diego County, is subject to seasonal weather conditions that can heighten the likelihood of fire ignition and spread. Fire history is an important component of wildfire analysis. Wildfire history

information can provide an understanding of fire frequency, fire type, most vulnerable project areas, and significant ignition sources, among others. California Department of Forestry and Fire Protection maintains the Fire and Resource Assessment Program database, which was used to evaluate the project site's fire history to determine whether large fires have occurred in the project area and thus the likelihood of future fires. Per the recorded fire history database, 19 wildfires have occurred within a 5-mile vicinity of the project site. However, there have been no recorded wildfires on site. Three small fires have burned within 1 mile of the project site, and the most recent wildfire in the project vicinity was the 2017 Lilac Fire (see Appendix O, Fire Protection Plan Letter Report).

The project site is located within an area statutorily designated as a Non-Very High Fire Hazard Severity Zone by the California Department of Forestry and Fire Protection (Appendix O). As outlined in Section 4.18, Wildfire, of this EIR, the existing dirt road is currently not up to fire code standards, but as described in Chapter 3, project implementation would include paving this road and ensuring that the road is up to fire code standards. Paving the road would result in temporary road closure during the paving process. The project would be required to implement a traffic management plan to ensure proper emergency access to the project site and surrounding area during project construction. The remainder of the project would not require the full closure of any public streets or roadways during construction or operations and would not impede access of emergency vehicles to the project site or any surrounding areas. Further, the project would provide all required emergency access in accordance with the requirements of the Oceanside Fire Department.

As described in Section 4.18 of this EIR, the project is proposing a site-specific fuel modification zone program with additional measures that are consistent with the intent of the Oceanside Fire Department standards. Due to site constraints, it is not possible to achieve a full 100-foot fuel modification zone width for every project lot, specifically in the northwestern portion of the development adjacent to the riparian forest habitat and along the western and eastern property boundaries. As such, the Fire Protection Plan prepared for the project (Appendix O) provides both City and state fire and building code required elements for constructing a residential structure in a very high fire hazard severity area and enhanced, code-exceeding mitigation measures for the lots with nonconforming fuel modification zones. The code-exceeding mitigation measures are customized for the project site based on the fire behavior modeling analysis results and site fire environment evaluation and focus on meeting or exceeding the fire safety provided by a City-defined, full 100-foot fuel modification zone.

Final site plans for the proposed project and all cumulative projects would be subject to review and approval by the Oceanside Fire Department prior to project development. All cumulative projects would be required to assess wildfire risk at the development site and in the surrounding area and provide mitigation, as necessary. Because the proposed project would not result in significant impacts related to wildfire, cumulative impacts are determined to be **less than significant**.

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7 Other CEQA Considerations

This chapter includes the following other considerations that are required in an environmental impact report (EIR):

- Growth inducement (Section 7.1)
- Significant and irreversible environmental effects (Section 7.2)
- Significant and unavoidable environmental impacts (Section 7.3)

7.1 Growth Inducement

Section 15126.2(e) of the California Environmental Quality Act (CEQA) Guidelines mandates that the growth-inducing nature of the proposed Guajome Lake Homes Project (project or proposed project) be discussed. This CEQA Guideline states the growth-inducing analysis is intended to address the potential for a project to “foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” Further, the CEQA Appendix G Checklist (Population and Housing) also mandates that a CEQA document speak to a proposed project’s likelihood to induce substantial population growth in an area, either directly (e.g., by proposing new homes or businesses) or indirectly (e.g., through extension of roads or other infrastructure).

A project may be distinguished as either facilitating planned growth or inducing unplanned growth. Facilitating growth is relating to the establishment of direct employment, population, or housing growth that would occur within a project site. Inducing growth is related to lowering or removing barriers to growth or by creating an amenity or facility that attracts new population/economic activity. This section contains a discussion of the growth-inducing factors related to the proposed project as defined under CEQA Guidelines Section 15126.2(e). A project is defined as growth inducing when it directly or indirectly does any of the following:

1. Fosters population growth
2. Fosters economic growth
3. Includes the construction of additional housing in the surrounding environment
4. Removes obstacles to population growth
5. Taxes existing community service facilities, requiring construction of new facilities that could cause significant environmental effects
6. Encourages or facilitates other activities that could significantly affect the environments, either individually or cumulatively

Pursuant to CEQA Guidelines Section 15126.2(e), it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

As discussed in Section 4.12, Population and Housing, the proposed project would directly facilitate growth through development of 83 residential units, which would introduce new residents or relocate residents within the area. The project’s service population is based on the City of Oceanside’s Housing Element, which estimates an average household size of 2.8 persons per dwelling unit (City of Oceanside 2023). The project’s service population, defined as the number of residents, is approximately 233 people. Construction of the proposed project would generate an economic stimulus from activities such as the use of building materials, employment of

construction workers, and the introduction of new or relocated consumer demand in the area. The proposed project would not introduce a population beyond what is planned for the City of Oceanside (City) and the region.

Based on the most recent Regional Housing Needs Assessment from the San Diego Association of Governments (SANDAG), the City needs to build 5,443 units from 2021 through 2029 (SANDAG 2020). The City has a projected deficit of 1,268 very-low-income units, 718 low-income units, 883 moderate-income units, and 2,574 above-moderate-income units (SANDAG 2020). The project is expected to bring 83 units to market in 2024, including 4 affordable/low-income units, which would be within SANDAG's growth projection for housing during the 6th Cycle planning horizon (i.e., April 2021–April 2029). Therefore, the project would not conflict with SANDAG's regional growth forecast for the City (Appendix B, Air Quality and Greenhouse Gas Emissions Analysis Technical Report). The proposed project would construct additional housing at the project site, but that growth is authorized by the City's General Plan, Zoning Code, and applicable laws, such as the state's density bonus provisions.

The project would not lead to indirect growth because the project would not provide for additional infrastructure improvements that would allow for additional unplanned growth in the area. The project does not remove obstacles to growth by extending infrastructure to new areas, nor would it result in significant adverse environmental impacts beyond those analyzed in this EIR due to the expansion of infrastructure, such as water supply facilities, wastewater treatment plants, roads, or freeways. The project would include utility improvements and roadway improvements; however, these upgrades would only be to the proposed project connection points and would only be upgraded to serve the project site. Refer to Section 4.12, Population and Housing, of this EIR for a full discussion of potential growth-inducing impacts.

7.2 Significant Irreversible Effects

CEQA Guidelines Section 15126.2(d) requires that an EIR identify any significant irreversible environmental changes associated with a proposed project. That section describes irreversible effects as:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. (See Public Resources Code section 21100.1 and Title 14, California Code of Regulations, section 15127 for limitations to applicability of this requirement.)

Per Section 15127, irreversible changes are only required to be addressed in EIRs when connected with the adoption or amendment of a local plan, policy, or ordinance; adoption by a local agency formation commission of a resolution making determinations; or when the project is subject to the National Environmental Policy Act and requires an environmental impact statement. This project does not involve any of those activities, and as such, this analysis is not required and is appropriately not provided herein.

7.3 Significant and Unavoidable Impacts

CEQA Guidelines Section 15126.2(c) requires that an EIR describe any significant impacts that cannot be avoided, including those impacts that can be mitigated but not reduced to a less-than-significant level. Chapter 5,

Effects Found Not to be Significant, analyzes and discusses the CEQA topic areas where the project would not have a significant impact. Chapter 4, Environmental Analysis, of this EIR describes the potential environmental impacts of the proposed project and recommends mitigation measures to reduce impacts, where feasible. As discussed in this EIR, implementation of the proposed project would result in potentially significant impacts to air quality, biological resources, cultural resources, and geology and soils before mitigation. These impacts would be reduced to below a level of significance through mitigation. Implementation of the proposed project would not result in any significant and unavoidable impacts.

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8 Alternatives

8.1 Scope and Purpose

Section 15126.6 of the California Environmental Quality Act (CEQA) Guidelines states that an environmental impact report (EIR) shall “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.” The comparative merits of the alternatives evaluated, including the No Project Alternative, shall also be discussed in this chapter.

The range of alternatives evaluated in an EIR is governed by the “rule of reason,” which requires the EIR set forth alternatives adequate to permit a reasoned choice by decision-makers and limited to alternatives that “would avoid or substantially lessen any of the significant effects of the project.” An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative (Section 15126.6[a] of the CEQA Guidelines).

Other than the No Project Alternative, the EIR needs to examine only those alternatives that could feasibly obtain most of the basic objectives of the proposed project, even if the alternative would impede to some degree the attainment of project objectives.

Factors that may influence feasibility of an alternative also include “site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent)” (CEQA Guidelines, Section 15126.6[f][1]). The ultimate determination as to whether an alternative is feasible or infeasible is made by the lead agency’s decision-making body, in this case the Oceanside City Council (see PRC Section 21081[a][3].)

This chapter presents several alternatives to the proposed project, which were considered pursuant to CEQA and evaluated for their ability to meet the basic objectives of the project while reducing or avoiding the environmental impacts of the project identified in Chapter 4, Environmental Analysis, of the EIR. Those alternatives include: (1) No Project Alternative (Section 8.4.1); (2) Reduced Development Footprint Alternative (Section 8.4.2); and (3) Townhome (Coastal Sage Scrub Impact Avoidance) Alternative (Section 8.4.3). Other alternatives were considered but rejected, as summarized in Section 8.3.

8.2 Criteria for Selection and Analysis of Alternatives

The Guajome Lake Homes Project (project or proposed project) would not result in any significant and unavoidable impacts. The proposed project would result in potentially significant impacts that would be reduced to a level below significant with implementation of mitigation, related to the following: air quality, biological resources, cultural resources, and geology and soils. The proposed project would result in no impact or less-than-significant impacts to the following: aesthetics, energy, greenhouse gases, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, traffic and circulation, tribal cultural resources, utilities and service systems, and wildfire.

For each of the alternatives identified, this EIR conducts the following assessment:

- Describe the alternative
- Determine if the alternative would meet most of the basic project objectives
- Assess potential feasibility of the alternative
- Determine if the alternative would potentially eliminate or reduce a potentially significant impact of the project

If the alternative meets the above criteria and provides a meaningful CEQA analysis, then the EIR analysis addresses the potential impacts of the alternative relative to those potentially significant impacts of the project. An environmentally superior alternative is then identified based on the alternative's ability to reduce environmental impacts.

Based on the identified potentially significant environmental impacts above, the objectives established for the project (refer to Section 8.2.1, Project Objectives, below), consideration of local plans and zoning designations, and consideration of public input, this EIR evaluates three alternatives to the proposed project:

1. No Project Alternative
2. Reduced Development Footprint Alternative
3. Townhome (Coastal Sage Scrub Impact Avoidance) Alternative

8.2.1 Project Objectives

The following objectives of the proposed project are described as follows:

1. Ensure both visual and functional compatibility with other nearby land uses.
2. Provide new, high-quality for-sale residential units on an infill development site.
3. Maximize affordable and market-rate housing opportunities on a site that can be served by existing utilities, services, transit, and street access.
4. Provide new market-rate and affordable housing on a site that is consistent with the City's General Plan, Housing Element, Zoning Ordinance, and affordable housing objectives, as well as the state Density Bonus Law, to help satisfy the City's Regional Housing Needs Assessment current and future demand for housing.
5. Preserve the riparian corridor in the northern portion of the project site.

8.2.2 Feasibility

CEQA Guidelines, Section 15126.6(f)(1) identifies the factors to be taken into account in determining the feasibility of alternatives. The factors include site suitability; economic viability; availability of infrastructure; General Plan consistency; other plans or regulatory limitations; jurisdictional boundaries; and whether the applicant can reasonably acquire, control, or otherwise have access to the alternative site. No one of these factors establishes a fixed limit on the scope of reasonable alternatives. An alternative does not need to be considered if its environmental effects cannot be reasonably ascertained and if implementation of such an alternative is remote or speculative.

It has been recognized that, for purposes of CEQA, “feasibility” encompasses “desirability” to the extent that the latter is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors (*California Native Plant Society v. City of Santa Cruz* [2009] 177 Cal.App.4th 957, 1001). This balancing is harmonized with CEQA’s fundamental recognition that policy considerations may render alternatives impractical or undesirable (California Public Resources Code Section 21081; CEQA Guidelines Section 15126.6[c] and 15364).

8.2.3 Evaluation of Significant Impacts

According to CEQA Guidelines, Section 15126.6(b), the alternatives discussion should focus on those alternatives that, if implemented, could eliminate or reduce any of the significant environmental impacts of the proposed project. The significant effects of the project impacts are considered to be those that are identified to be potentially significant prior to the incorporation or implementation of any mitigation measures (MMS).

8.2.4 Rationale for the Selection of Alternatives

As part of an alternatives analysis, CEQA requires an EIR to address a No Project Alternative. The purpose of describing and analyzing a No Project Alternative is to allow decision-makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project.

EIRs should also identify any alternatives that were considered by the lead agency but rejected and briefly explain the reasons why the lead agency made such a determination. Among the factors that may be used in an EIR to eliminate alternatives from detailed consideration are (1) failure to meet most of the basic project objectives; (2) infeasibility; and/or (3) inability to avoid significant environmental impacts.

In accordance with these requirements and based on comments received during the CEQA Notice of Preparation and scoping process for the proposed project, alternatives to the proposed project were considered and analyzed compared to the proposed project.

8.3 Alternatives Considered but Rejected

This EIR considered three additional alternatives that are not carried forward for detailed analysis. These alternatives are described below.

8.3.1 Alternative Location

In accordance with CEQA Guidelines 15126.6(f)(2), an EIR may consider an alternative location for the proposed project but is only required to do so if significant project effects would be avoided or substantially lessened by moving the project to another site. Because the project impacts are all site specific, this Alternative Location Alternative was considered as a potential alternative. The intent would be to locate an alternative site within an urban area of the City with the same General Plan and zoning designation that would avoid or substantially lessen one or more of the following impacts: air quality, biological resources, cultural resources, and geology and soils impacts. This alternative is assumed to include the same components as the project and would require a site similar to the project’s 16.78-acre site (or 12.45-acre developable area).

There may be sites within the City of an approximately equivalent size to the project site or development footprint area that could be redeveloped with a single-family development project; however, the project applicant does not own another site within the City of comparable land area that is available for development of the project. One of the factors for feasibility of an alternative is “whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.” It is unlikely and speculative to assume the feasibility of assembling another site similar to the proposed project that meets most of the project objectives and avoids or substantially lessens the project’s potential significant impacts. The Alternate Location Alternative was considered but rejected due to infeasibility. The Alternate Location Alternative was considered but rejected due to the project’s proposed development being consistent with the General Plan, zoning, and other applicable land use plans and regulations. Due to the project’s consistency with the adopted land use policy documents and this EIR’s inclusion of a reasonable range of alternatives, CEQA does not require consideration of an off-site alternative that may not even be feasible to identify, let alone acquire.

8.3.2 Reduced Density Alternative

Reducing the project’s proposed density was considered in response to community concerns associated with the number of units proposed to be developed on site. A developer, however, may acquire the right to develop at a specific density under the State of California Density Bonus Law (Government Code Section 65915–65918). The State of California’s Density Bonus Law was established to promote the construction of affordable housing units and allows projects to exceed the maximum designated density and to use development-standard waivers, reductions or incentives, and concessions in exchange for providing affordable housing units in compliance with all current density bonus regulations. The City implements these state requirements. The project would involve construction of 83 total single-family homes, 4 of which would be designated as deed-restricted affordable housing.

With approval of the density bonus, the City may not legally require reducing the number of units the applicant is permitted to construct below the 83 single-family units proposed. The Reduced Density Alternative would impede implementation of the state Density Bonus Law and conflict with goals and policies of the City’s General Plan Housing Element. Additionally, without the requested density bonus, the project would not provide affordable housing on site to help satisfy the City’s current and future demand for housing. The reduced density alternative is not a feasible alternative and would not meet most of the project objectives.

8.3.3 Existing Land Use Designation Alternative

The Existing Land Use Designation Alternative would consist of development of 73 single-family homes, as allowed for under the existing General Plan and zoning designation for the site. The General Plan designation for the project site is Single-Family Detached Residential (SFD-R), with a zoning designation of Single-Family Residential – Scenic Park Overlay zone and Equestrian Overlay zone (RS-SP-EQ). The General Plan designation and consistent zoning designation for the site allow for a maximum potential density of up to 5.9 units per acre. This alternative would not require waivers of development standards, including reduction of lot sizes, removal of equestrian development standards, reduction or redistribution of setbacks, reduction of open space/landscape minimums, increase of floor area ratio per lot, and retaining wall heights, as requested by the proposed project. No affordable units would be developed under this alternative.

Although this alternative would develop 10 fewer units than that of the proposed project and would not require any waivers of development standards, as outlined above in Section 8.3.2, a developer may acquire the right to develop at a specific density under the State of California Density Bonus Law (Government Code Section 65915–

65918). The State of California's Density Bonus Law was established to promote the construction of affordable housing units and allows projects to exceed the maximum designated density and to use development-standard waivers, reductions or incentives, and concessions in exchange for providing affordable housing units in compliance with all current density bonus regulations. The City implements these state requirements.

Additionally, due to development of 73 single-family homes under this alternative, it is expected to result in the same or similar impacts to that of the proposed project.

8.4 Alternatives Under Consideration

8.4.1 No Project Alternative

8.4.1.1 Alternative Description

Under the No Project Alternative, the proposed project and associated improvements would not be implemented, and the project site would remain undeveloped. However, this alternative does not preclude future development on site because uses allowed under the Single-Family Detached Residential (SFD-R) General Plan land use designation would still be allowed for the site.

8.4.1.2 Comparison of Significant Effects

Air Quality

Under the No Project Alternative, air pollutant emissions associated with construction, including emissions associated with grading, site preparation, site finishing, and building finishing, would not occur. This alternative would therefore avoid significant but mitigable emissions related to construction volatile organic compound emissions, because no construction air pollutant emissions would occur. Implementation of this alternative would not introduce any uses that would generate operational air pollutant emissions and would not require mitigation, such as **MM-AQ-1** and **MM-AQ-2**, proposed for the project. Thus, compared to the proposed project, the No Project Alternative would reduce air quality impacts because no impacts to air quality would occur.

Biological Resources

The No Project Alternative would not require any ground-disturbing activities. As such, this alternative would not result in potential direct and/or indirect significant impacts to vegetation communities, special-status wildlife species, potential jurisdictional resources, and/or wildlife corridors/habitat linkages. This alternative would not require implementation of mitigation measures such as **MM-BIO-1** through **MM-BIO-11**, as proposed for the project. Therefore, compared to the proposed project, the No Project Alternative would reduce impacts to biological resources because no impacts to biological resources would occur.

Cultural Resources

The No Project Alternative would not require any ground-disturbing activities. As such, this alternative would not result in potential direct and/or indirect significant impacts to cultural resources. This alternative would not require implementation of **MM-CUL-1** through **MM-CUL-9**, as proposed for the project. Therefore, because no

development would occur under this alternative, compared to the proposed project, this alternative would result in reduced impacts to cultural resources.

Geology and Soils

Under the No Project Alternative, the project site would remain in its current state. Existing topography and on-site soils would not be disturbed by any development. Although the project site would still be subject to potential seismic hazards, such as seismic ground shaking, under this alternative, no structures would be present on site. Paleontological resources would be avoided under this alternative because no excavation or grading would be required. Under the proposed project, development would require excavations for building foundations and utilities, and any excavations into the potentially fossil-bearing strata could result in potentially significant impacts to paleontological resources, and mitigation would be required to reduce impacts to below a level of significance. **MM-GEO-1**, as proposed for the project, would not be required for the No Project Alternative. Therefore, when compared to the proposed project, the No Project Alternative would reduce impacts related to geology and soils because no impacts to geology and soils would occur.

8.4.1.3 Relation to Project Objectives

Since the No Project Alternative would not provide any development, overall impacts would be reduced compared to the proposed project. However, certain benefits would not be realized under this alternative, including the provision of housing units as identified in the General Plan in an infill area, roadway improvements, and enhanced uses and connectivity in the surrounding area. Furthermore, because the No Project Alternative would not develop the site or allow for housing, this alternative would not fulfill any of the proposed project objectives.

8.4.2 Reduced Development Footprint Alternative

8.4.2.1 Alternative Description

Reducing the proposed development footprint was considered in response to USFW concerns associated with impacts to biological resources on site.

In response to comments received from USFW regarding the Notice of Preparation for the Draft EIR, this Reduced Development Footprint Alternative would consist of 72 single-family homes on site. This would be 11 fewer units than the proposed project, and this alternative layout would minimize impacts to coastal sage scrub on site by pushing the development footprint south by approximately 30 feet from the limits of coastal sage scrub. However, the Reduced Development Footprint Alternative would encroach into the proposed open space area and hillside. Under this alternative, an approximately 25-foot shoring wall would be required, which could result in some permanent impacts to coastal sage scrub, although substantially reduced in comparison to the proposed project. The reconfiguration of this alternative would also require all proposed recreation/open space area to be removed. Similar to the proposed project, this alternative would be responsible for park impact fees and could require additional potential park impact mitigation as a result of not providing usable open space area.

Similar to the proposed project, this alternative would require a tentative map, development plan, and a request for density bonus with waivers for development standards such as net lot area, lot width, and front, side, and rear yard setbacks. Similar to the proposed project, 4 of the proposed 72 single-family homes (5% of the total) under this alternative would be designated as deed-restricted affordable housing. The remaining 68 homes would be

sold at market rate. Similar to the proposed project, in order to accommodate this alternative as allowed under the Density Bonus Law, this alternative cannot physically comply with all of the development standards included in the City's Zoning Ordinance. Based on the proposed design to accommodate density bonus units, this alternative anticipates seeking similar or additional waivers of development standards, including reduction of lot sizes, removal of equestrian development standards, reduction or redistribution of setbacks, reduction of open space/landscape minimums, increase of floor area ratio per lot, and retaining wall heights.

8.4.2.2 Comparison of Significant Effects

Air Quality

The Reduced Development Footprint Alternative would be located within the same site as the proposed project, and the disturbance area would remain the same or be slightly reduced as a result of the decreased unit and building count. Air pollutant emissions associated with Reduced Development Footprint Alternative project construction, including emissions associated with grading, site preparation, site finishing, and building finishing would occur, would be similar or slightly reduced in comparison to the proposed project. Mitigation, similar to **MM-AQ-1** and **MM-AQ-2** proposed for the project, to address potentially significant impacts related to emissions of criteria air pollutant emissions during construction is still anticipated under this alternative.

Under the Reduced Development Footprint Alternative, mobile-source operational emissions from light-vehicle trips would be lower than emissions for the proposed project due to the reduction in unit count from 83 to 72; this alternative would therefore likely result in reduced stationary-source operational air pollutant emissions compared to the proposed project. As such, this alternative would likely result in reduced impacts to air quality as compared to the proposed project but is still expected to require mitigation to reduce potential impacts related to construction emissions.

Biological Resources

The Reduced Development Footprint Alternative would result in a reduced ground disturbance area on the project site based upon the reduced development footprint layout. Because reduced ground disturbance would occur under this alternative, there would be less potential to impact existing biological resources on site. Specifically, this alternative would result in minimized impacts to Coastal Sage Scrub in comparison to the project. However, under this alternative, an approximately 25-foot shoring wall would be required, which could result in some permanent impacts to coastal sage scrub, although they would be substantially reduced in comparison to the proposed project. Although this alternative layout would potentially reduce impacts to biological resources on site, impacts would still occur, and this alternative is expected to require mitigation measures similar to **MM-BIO-1** through **MM-BIO-5** proposed for the project to reduce significant impacts to biological resources. With implementation of mitigation measures similar to those proposed for the project, this alternative would result in similar impacts to biological resources as compared to the project with mitigation incorporated.

Cultural Resources

The Reduced Development Footprint Alternative would result in a reduced ground disturbance area on the project site based upon the reduced development footprint layout. Because reduced ground disturbance would occur under this alternative, there would be less potential to impact existing cultural resources on site. However, although this alternative layout would potentially reduce impacts to cultural resources on site, impacts would still occur, and this alternative is expected to require implementation of the City's standard cultural mitigation

measures, **MM-CUL-1** through **MM-CUL-9**, to reduce significant impacts to cultural resources. With implementation of mitigation measures similar to those proposed for the project, this alternative would result in similar impacts to cultural resources as compared to the project with mitigation incorporated.

Geology and Soils

The Reduced Development Footprint Alternative would be located within the same site as the proposed project; however, the disturbance and grading area would likely be reduced as a result of the reduced building count on site. However, ground disturbance, including grading, would still occur under this alternative, and the potential for impacts to paleontological resources would still be considered potentially significant. This alternative is expected to require implementation of mitigation measures similar to **MM-GEO-1** under the proposed project, in order to reduce potentially significant impacts to paleontological resources. Therefore, this alternative would result in similar paleontological resource impacts as compared to the proposed project.

8.4.2.3 Relation to Project Objectives

The Reduced Development Footprint Alternative would meet project objectives to a lesser extent as compared to the proposed project. Although this alternative would develop infill housing on an urbanized site and assist the City to implement its housing goals, it would implement less housing compared to the proposed project and less efficiently promote infill development.

Furthermore, the developer may acquire the right to develop at a specific density under the State of California Density Bonus Law (Government Code Section 65915–65918). The State of California’s Density Bonus Law was established to promote the construction of affordable housing units; it allows projects to exceed the maximum designated density and to use development-standard waivers, reductions or incentives, and concessions in exchange for providing affordable housing units in compliance with all current density bonus regulations. The City implements these state requirements.

Because the project qualifies for a density bonus due to its provision of affordable housing, the City may not refuse to grant a density bonus for the proposed project allowing it to develop the proposed 83 single-family units. The Reduced Development Footprint Alternative would not further the Density Bonus Law’s legislative intent and public policy goals of providing additional housing units, including affordable housing, through density bonuses.

Lastly, although the Reduced Development Footprint Alternative would meet the project objectives and potentially reduce the severity of impacts related to air quality, cultural resources, and noise in comparison to the proposed project due to the reduced unit count and reduced development footprint, such impacts to air quality, biological resources, cultural resources, and geology and soils under this alternative would remain as less than significant with mitigation incorporated, similar to the proposed project. However, this alternative would potentially result in impacts related to recreational resources as a result of removing recreational amenities on site to accommodate the reduced development footprint under this alternative. Additionally, as discussed above, a shoring wall would be required for this alternative site plan, which would require review and approval by the City’s Engineering Department.

In summary, This alternative would meet project objectives to a lesser extent as compared to the proposed project. Although this alternative would develop infill housing on an urbanized site and assist the City to implement its housing goals, it would include fewer affordable and market-rate units, limiting the creation of housing opportunities and failing to meet project Objectives 3 and 4.

8.4.3 Townhome (Coastal Sage Scrub Impact Avoidance) Alternative

8.4.3.1 Alternative Description

The Townhome (Coastal Sage Scrub Impact Avoidance) Alternative (Townhome Alternative) presents a revised development plan for the 16.78-acre site, offering a reduced environmental footprint compared to the proposed project. This alternative involves a townhome development on approximately 5.98 acres of the site, including 90 townhome units, each ranging from approximately 1,400 to 1,800 square feet and extending up to three stories. Unlike the proposed project, which covers approximately 9.86 acres of the site and includes 83 single-family homes with recreational amenities, the Townhome Alternative significantly decreases the disturbance area on site from 8.96 acres to 5.98 acres and does not include any recreational amenities on site. Under this alternative, 14 of the 90 townhome units (15%) would be affordable (low- and moderate-income) units, as required by the City's Inclusionary Housing Ordinance.

Under this alternative, approximately 2.98 additional acres of open space would be incorporated north of the proposed disturbance limits, maintaining the natural state of the surrounding environment and enhancing the buffer area between development and coastal sage scrub. The Townhome Alternative maintains fencing between the project and adjacent open space. The road improvements and off-site enhancements would remain consistent with those of the proposed project, ensuring continuity in access and infrastructure. This alternative emphasizes a smaller footprint and greater preservation of natural open space. However, this alternative does increase the density on site to approximately 15 dwelling units per acre.

Similar to the proposed project, this alternative would require a tentative map, development plan, and a request for a density bonus, with waivers for development standards such as net lot area, lot width, and front, side, and rear yard setbacks. This alternative would designate 14 of the 90 townhome units (15%) as deed-restricted affordable housing. The remaining 76 homes would be sold at market rate. Similar to the proposed project, in order to accommodate this alternative as allowed under the Density Bonus Law, this alternative cannot physically comply with all of the development standards included in the City's Zoning Ordinance. Based on the proposed design to accommodate density bonus units, this alternative anticipates seeking similar or additional waivers of development standards, including reduction of lot sizes, removal of equestrian development standards, reduction or redistribution of setbacks, reduction of open space/landscape minimums, increase of floor area ratio per lot, and retaining wall heights.

8.4.3.2 Comparison of Significant Effects

Air Quality

The Townhome Alternative would be located within the same site as the proposed project, and the disturbance area would be reduced as a result of the decreased acreage. Air pollutant emissions associated with Townhome Alternative project construction, including emissions associated with grading, site preparation, site finishing, and building finishing, would occur; these emissions would be similar or slightly reduced in comparison to the proposed project. Mitigation to address potentially significant impacts related to emissions of criteria air pollutant emissions during construction, similar to **MM-AQ-1** and **MM-AQ-2** proposed for the project, is still anticipated under this alternative.

Under the Townhome Alternative, mobile-source operational emissions from light vehicle trips would be higher than the proposed project due to the increase in unit count from 83 to 90 and would therefore likely result in similar or increased stationary-source operational air pollutant emissions compared to the proposed project. As such, this alternative would likely result in similar or potentially greater impacts to air quality compared to the proposed project but is still expected to require mitigation to reduce potential impacts related to construction emissions.

Biological Resources

The Townhome Alternative is expected to result in reduced direct impacts to biological resources, with avoidance of direct impacts to coastal sage scrub as compared to the proposed project. This is largely due to the reduction in the disturbance area from approximately 8.96 acres to 5.98 acres, which minimizes overall footprint and avoids the coastal sage scrub. By preserving a larger portion of the site as open space and avoiding impacts to coastal sage scrub, take of the federally listed coastal California gnatcatcher (*Polioptila californica californica*) would be avoided. As such, no take permits would be required from the U.S. Fish and Wildlife Service. Additionally, impacts to sensitive riparian areas would also be avoided. Because the project design, which includes fencing between the development and coastal sage scrub, would prevent indirect impacts in the form of noise disruption and unauthorized human entry, no indirect impacts to coastal sage scrub or riparian resources are anticipated.

Cultural Resources

The Townhome Alternative would result in a reduced ground disturbance area on the project site based upon the reduced development footprint layout. Because reduced ground disturbance would occur under this alternative, there would be less potential to impact existing cultural resources on site. However, although this alternative would potentially reduce impacts to cultural resources on site, impacts would still occur, and this alternative is expected to require implementation of the City's standard cultural mitigation measures, **MM-CUL-1** through **MM-CUL-9**, to reduce significant impacts to cultural resources. With implementation of mitigation measures similar to those proposed for the project, this alternative would result in similar impacts to cultural resources as compared to the project with mitigation incorporated.

Geology and Soils

The Townhome Alternative would be located within the same site as the proposed project; however, the disturbance and grading area would likely be reduced due to the decreased overall development density. However, ground disturbance including grading would still occur under this alternative, and the potential for impacts to paleontological resources would still be considered potentially significant. This alternative is expected to require implementation of mitigation measures similar to **MM-GEO-1** under the proposed project, in order to reduce potentially significant impacts to paleontological resources. Therefore, this alternative would result in similar paleontological resource impacts compared to the proposed project.

8.4.3.3 Relation to Project Objectives

This alternative would meet project objectives to a lesser extent compared to the proposed project. Although this alternative would avoid impacts to coastal sage scrub and increase open space area on site as a result of the substantially reduced development footprint, the increase in density to 15 dwelling units per acre with the townhome product may conflict with project Objective 1 (Ensure both visual and functional compatibility with other nearby land uses) by introducing townhomes in an area primarily developed with single-family residences.

This alternative would introduce 90 townhome units, 14 of which would be designated affordable units, as required by the City's Inclusionary Housing Ordinance (City of Oceanside Municipal Code Chapter 14C). Development under this alternative would cover approximately 5.98 acres of the site. The Townhome Alternative significantly decreases the disturbance area on site from 8.96 acres under the proposed project to 5.98 acres. With the reduction of disturbance area in the northern portion of the site, this alternative would avoid direct impacts to coastal sage scrub as compared to the proposed project. By preserving a larger portion of the site as open space and avoiding impacts to coastal sage scrub, take of the federally listed coastal California gnatcatcher would be avoided. As such, no take permits would be required from the U.S. Fish and Wildlife Service. Additionally, impacts to sensitive riparian areas would also be avoided. Because the project design, which includes fencing between the development and coastal sage scrub, would prevent indirect impacts in the form of noise disruption and unauthorized human entry, no indirect impacts to coastal sage scrub or riparian resources are anticipated. This would be a significant impact reduction to biological resources in comparison to the proposed project and would meet project Objective 5 to a greater extent than the proposed project.

Similar to the proposed project, this alternative would provide new market-rate and affordable housing on an infill site that would be served by existing utilities, services, and street access. However, the City of Oceanside General Plan identifies the site as Single-Family Detached Residential (SFD-R), and the project site is zoned Single-Family Residential – Scenic Park Overlay and Equestrian Overlay (RS-SP-EQ). The existing land use designation and zoning allows for single-family residential uses. This alternative would not be consistent with the underlying land use and zoning for the project site with the introduction of townhomes and would require a General Plan Amendment and Rezone in addition to the request for density bonus waivers.

Additionally, this alternative would not include any recreational amenities on site. The reconfiguration of this alternative would require all proposed recreational/open space area to be removed. Similar to the proposed project, this alternative would be responsible for park impact fees and could require additional potential park impact mitigation as a result of not providing usable open space area.

8.5 Environmentally Superior Alternative

Table 8-1 provides a qualitative comparison of the impacts for each alternative to those of the proposed project. As shown in Table 8-1, the No Project Alternative would eliminate all of the significant impacts identified for the project. However, the No Project Alternative would not meet any of the project objectives. CEQA Guidelines Section 15126.6(e)(2) states that if the No Project alternative is identified as the environmentally superior alternative, then an environmentally superior alternative should be identified among the other alternatives.

Among the other alternatives, not including the proposed project, the Townhome Alternative would be considered the environmentally superior alternative because it would provide a reduced level of impact in some environmental analysis areas, including biological resources, cultural resources, and geology and soils. However, under this alternative, impacts to biological resources, cultural resources, and geology and soils would still remain as less than significant with mitigation incorporated, similar to the proposed project.

As described above, the Townhome Alternative significantly decreases the disturbance area on site from 8.96 acres under the proposed project to 5.98 acres. With the reduction of disturbance area in the northern portion of the site, this alternative would avoid direct impacts to coastal sage scrub as compared to the proposed project. By preserving a larger portion of the site as open space and avoiding impacts to coastal sage scrub, take of the federally listed coastal California gnatcatcher would be avoided. As such, no take permits would be required from

the U.S. Fish and Wildlife Service. Additionally, impacts to sensitive riparian areas are also avoided. Because the project design, which includes fencing between the development and coastal sage scrub, would prevent indirect impacts in the form of noise disruption and unauthorized human entry, no indirect impacts to coastal sage scrub or riparian resources are anticipated. This would be a significant reduction to biological resources impacts in comparison to the proposed project.

The Townhome Alternative would meet proposed project objectives with the exception of Objectives 1 and 4, because this alternative would not be consistent with the existing single-family land use and zoning designation of the site and surrounding land uses.

Nonetheless, this alternative would develop infill housing, including affordable units, on an urbanized site and assist the City to implement its housing goals while also avoiding impacts to coastal sage scrub and the riparian area on site. Although this alternative would not meet all project objectives, this alternative would reduce potentially significant impacts to biological resources in comparison to the project, and this alternative is considered the environmentally superior alternative.

Table 8-1. Comparative Summary of Alternatives Under Consideration and Proposed Project

| Environmental Topic | Proposed Project | No Project Alternative | Reduced Development Footprint (Coastal Sage Scrub Impact Minimization) Alternative | Townhome (Coastal Sage Scrub Impact Avoidance) Alternative |
|----------------------|------------------|------------------------|--|--|
| Air Quality | LTSM | No Impact (Reduced) | LTSM (Same) | LTSM (Same) |
| Biological Resources | LTSM | No Impact (Reduced) | LTSM (Reduced) | LTSM (Reduced) |
| Cultural Resources | LTSM | No Impact (Reduced) | LTSM (Reduced) | LTSM (Reduced) |
| Geology and Soils | LTSM | No Impact (Reduced) | LTSM (Reduced) | LTSM (Reduced) |

Note: Impact Status: LTSM = less than significant with mitigation.

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