SEPTEMBER 2024

PUBLIC REVIEW DRAFT
ENVIRONMENTAL IMPACT REPORT

OCEANSIDE TRANSIT CENTER REDEVELOPMENT



PREPARED BY

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INCORPORATED 1888

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PUBLIC REVIEW DRAFT
ENVIRONMENTAL IMPACT REPORT

Oceanside Transit Center Redevelopment

SCH NO. 2023010231

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ACRONYMS AND ABBREVIATIONS

2020-2045 RTP/SCS	2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Sothern California Association of Governments – Connect SoCal
2021 Regional Plan	San Diego Forward: The 2021 Regional Plan
2022 Scoping Plan	2022 Scoping Plan for Achieving Carbon Neutrality
2023 IEPR	2023 Integrated Energy Policy Report
AB	Assembly Bill
ac	Acre
ACCM	Asbestos-containing-construction-material
ACM	Asbestos-containing material
ACP	Asbestos cement pipe
Act	Alquist-Priolo Earthquake Fault Zoning Act
ADA	Americans with Disabilities Act
Additional Phase II ESA	Additional Phase II Environmental Site Assessment, 235 South Tremont Street Oceanside, California 92054
ADT	average daily traffic
AF	acre-feet
AFY	acre-feet per year
APN	Assessor Parcel Number
APST	Aboveground Petroleum Storage Tank
AQMP	Air Quality Management Plan
ARB	Air Resources Board
AT&SF	Atchison, Topeka, and Santa Fe
Basin Plan	Water Quality Control Plan for the San Diego Basin
BAU	Business-as-Usual
BCLA	Biological Core and Linkage Area
bgs	below ground surface
Bicycle Master Plan	City of Oceanside Bicycle Master Plan
Biological Resources Report	Results of a Biological Resources Assessment and MHCP Consistency Analysis for the Oceanside Transit Center Redevelopment – City of Oceanside, County of San Diego, California
BMP	Best management practice
BNSF	Burlington Northern and Santa Fe
BOD	Biochemical oxygen demand
BTU	British thermal unit
CAAQS	California Ambient Air Quality Standards
Cal/OSHA	California Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention
CalEEMod	California Emission Estimator Model

CalRecycle	California Integrated Waste Management Board
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CASGEM	California Statewide Groundwater Elevation Monitoring
CBC	California Building Code
CBSC	California Building Standards Code
CCAA	California Clean Air Act
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDP	Census Designated Places
CDP	Coastal Development Permit
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CESA	California Endangered Species Act
CFC	chlorofluorocarbon
CFD	Citywide Public Safety Community District
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
cfs	cubic feet per second
C-GC	Coastal General Commercial
CGP	Statewide Construction General Permit
CGS	Department of Conservation, California Geological Survey
CH_4	methane
CHRIS	California Historical Resources Information System
CHVSP	Coast Highway Vision and Strategic Plan
CIDH	Cast in Drilled Hole
CIP	Capital Improvement Project
CIRP	Inventory of Rare and Endangered Plants of California
City	City of Oceanside
CMP	Construction Management Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
COA	Condition of Approval

Coastal Act	California Coastal Act of 1976
COD	chemical oxygen demand
COG	Councils of Governments
Construction General Permit	National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order 2022-0057-DWQ (effective September 1, 2023)
County	County of San Diego / San Diego County
CPO	Comprehensive Planning Organization
CPTED	Crime Prevention Through Environmental Design
CPUC	California Public Utilities Commission
C-RH	Coastal Residential High Density
CRHR	California Register of Historical Resources
CRMDP	Cultural Resources Monitoring and Discovery Plan
CSP	corrugated steel arch pipe
CTR	Commute Trip Reduction
C-TU	Coastal Transportation and Utility
Cultural Resources Study	Cultural and Paleontological Resources Identification Memorandum for the Oceanside Transit Center Redevelopment Project, Tremont Site, City of Oceanside, San Diego County, California
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agencies
CWA	Clean Water Act
DA	Development Agreement
dB	decibel
dBA	A-weighted decibel scale
Design and Construction Manual	City of Oceanside Water, Sewer, and Reclaimed Water Design and Construction Manual
DO	dissolved oxygen
DOF	Department of Finance
DOT	U.S. Department of Transportation
DPM	Diesel Particulate Matter
DT	Downtown
DTSC	Department of Toxic Substances Control
du	Dwelling unit
DWR	California Department of Water Resources
ECAE	Energy and Climate Action Element
EDD	Employment Development Department
EDM	Engineering Design Manual
EIR	Environmental Impact Report
EMS	Emergency Medical Services

EOP ..... Emergency Operations Plan
EPA ..... Environmental Protection Agency
EPCRA ..... Emergency Planning and Community Right-To-Know Act of 1986
ESHA ..... Environmentally Sensitive Habitat Area
ESL ..... Environmental Screening Level
EV ..... Electric Vehicle
FAR ..... Floor Area Ratio
FAT ..... Fully advanced treated
FCAA ..... Federal Clean Air Act
FEMA ..... Federal Emergency Management Agency
FESA ..... Federal Endangered Species Act
FHWA ..... Federal Highway Administration
FPA ..... Focused Planning Area
FTA ..... Federal Transit Administration
General Plan ..... City of Oceanside General Plan
Geotechnical Investigation ..... Geotechnical Investigation, Proposed NCTD Oceanside Transit Center Redevelopment, Oceanside, California
GHG ..... Greenhouse Gas
GMP ..... Groundwater Management Plan
GPA ..... General Plan Amendment
gpcd ..... gallons per capita per day
gpm ..... gallons per minute
GRO ..... Gasoline Range Organics
GSA ..... Groundwater Sustainability Agency
GWh ..... gigawatt-hours
GWP ..... Global Warming Potential
H_2O ..... water vapor
HA ..... Hydrologic Area
HAP ..... Hazardous air pollutant
HCD ..... California Department of Housing and Community Development
HCFC ..... hydrochlorofluorocarbon
HERO ..... Human and Ecologic Risk Office
HFC ..... hydrofluorocarbon
HHRA ..... Human Health Risk Assessment
HMBP ..... Hazardous Materials Business Plan
HMD ..... Hazardous Materials Division
HMMD ..... Hazardous Materials Management Division
HMP ..... Habitat Management Plan
HMTA ..... Hazardous Materials Transportation Act of 1975
HMTUSA ..... Hazardous Materials Transportation Uniform Safety Act
HVAC ..... Heating, ventilation, and air conditioning

HWME	Hazardous Waste Management Element
Hydrology Study	Preliminary Hydrology Report For: NCTD Oceanside Transit Center, 235 Tremont St., Oceanside, California, 92054
I	Interstate
I-5	Interstate 5
IEPR	Integrated Energy Policy Report
IGP	Statewide Industrial General Permit
IID	Imperial Irrigation District
IPaC	Information for Planning and Consultation
IPCC	Intergovernmental Panel on Climate Change
ISO	Insurance Service Office
ITE	Institute of Transportation Engineers
JRMP	Jurisdictional Runoff Management Plan
kWh	kilowatt-hours
LBP	Lead-based paint
LCFS	Low Carbon Fuel Standard
LCP	Local Coastal Program
LCPA	Local Coastal Program Amendment
L_{dn}	Day/Night Average Noise Level
L_{eq}	Equivalent Sound Level
LID	Low impact design
L_{max}	Maximum Sound Level
L_{min}	Minimum Sound Level
L_{n}	Exceedance Noise Level
LOS	Level of Service
LUP	Land Use Plan
LUST	Leaking Underground Storage Tank
MBGPF	Mission Basin Groundwater Purification Facility
MBTA	Migratory Bird Treaty Act
MEP	Maximum extent practicable
mg/l	milligrams per liter
MGD	million gallons per day
MHCP	Multiple Habitat Conservation Program
Michael Baker	Michael Baker International
Mission Basin	Mission Valley Groundwater Basin
MOU	Memorandum of Understanding
MPD	City of Oceanside Master Plan of Drainage
mph	miles per hour
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer System
msl	Mean sea level

$MTCO_2e$	metric tons carbon dioxide equivalent
Municipal Code	Oceanside Municipal Code
MUTCD	California Manual on Uniform Traffic Control Devices
MW	megawatt
MWD	Metropolitan Water District of Southern California
MWh	megawatt-hours
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCTD	North County Transit District
NESHAP	National Emission Standards for Hazardous Air Pollutants
NHTSA	National Highway Traffic Safety Administration
NIMS	National Incident Management System
NO_2	nitrogen dioxide
NOI	Notice of Intent
NOP	Notice of Preparation
NOT	Notice of Termination
NO_X	oxides of nitrogen
NRHP	National Register of Historic Places
NVLAP	National Voluntary Laboratory Accreditation Program
NWL	Natural and working lands
NWPR	Navigable Waters Protection Rule
O&M	Operation and Maintenance
O_3	ozone
Oceanside SAP	Oceanside Subarea Plan
OFD	Oceanside Fire Department
OP	Office Professional, Coastal
OPD	Oceanside Police Department
OPR	Office of Planning and Research
OPR Technical Advisory	OPR's Technical Advisory for Evaluating Transportation Impacts in CEQA
OSHA	Occupational Safety and Health Administration
OTC	Oceanside Transit Cetner
OUSD	Oceanside Unified School District
PCB	polychlorinated biphenyl
PCE	perchloroethylene; tetrachloroethene
PDP	Priority Development Project
PFC	perfluorocarbon
Phase I ESA	Phase I Environmental Site Assessment, 235 South Tremont Street Oceanside, California 92054
Phase II ESA	Phase II Environmental Site Assessment, 235 South Tremont Street Oceanside, California 92054

PM_{10}	Coarse Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
Porter-Cologne Act	California Porter-Cologne Water Quality Control Act
ppm	parts per million
ppt	part per trillion
PPV	peak particle velocity
Procedures	State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State
PUC	Public Utilities Code
PUT	Public Utility and Transportation
PVC	polyvinyl chloride
Q	Flow Rate
QSA	Quantification Settlement Agreement
R-3	Medium Density Residential, Coastal
Rapanos	Rapanos v. United States and Carabell v. United States
RAQS	Regional Air Quality Strategy
RC	Regular Coastal Development Permit
RCB	Reinforced concrete box
RCP	Regional Comprehensive Plan
RCP	Reinforced concrete pipe
RCRA	Resource Conservation and Recovery Act
Regional Board	Regional Water Quality Control Board
RFP	Request for Proposal
RHNA	Regional Housing Needs Allocation
RME	Reasonable maximum exposure
RMS	Records Management System
RMS	root mean square
ROG	Reactive Organic Gases
RPS	Renewable Portfolio Standard
RSL	Regional Screening Level
SAFE Vehicles Rule	Safer Affordable Fuel-Efficient Vehicles Rule
San Francisco Regional Board	San Francisco Bay Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	Senate Bill
SCIC	South Coastal Information Center
SCP	Site Cleanup Program
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

SEMS	Standard Emergency Management System
Sewer Master Plan	City of Oceanside Sewer Master Plan
SF_6	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SGOA	Smart Growth Opportunity Area
SIP	State Implementation Plan
SJVAPCD	San Joaquin Valley Air Pollution Control District
SLCP	Short-lived Climate Pollutant
SLF	Sacred Lands Files
SMP	Soil Management Plan
SO_2	sulfur dioxide
SoCalGas	Southern California Gas Company
SO_X	sulfur oxides
SR	State Route
SUSMP	Standard Urban Stormwater Mitigation Plan
SVE	Soil vapor extraction
SVP	Society of Vertebrate Paleontology
SWANCC	Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers
SWFMA	Storm Water Facilities Maintenance Agreement with Access Rights and Covenants
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWQA	Storm Water Quality Assessment
SWQMP	Storm Water Quality Management Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
T_c	Time of Concentration
TCA	Traditionally and Culturally Affiliated
TCE	trichloroethylene
TDM	Transportation Demand Management
TDM Plan	Oceanside Transit Center Specific Plan Transportation Demand Management Plan
TDS	Total dissolved solids
TMDL	Total Maximum Daily Load
TNW	Traditional Navigable Water
TPA	Transit Priority Areas
TPH	Total petroleum hydrocarbons
Transportation Analysis	Oceanside Transit Center Specific Plan CEQA Transportation Analysis
Transportation Guidelines	Traffic Impact Analysis Guidelines for Vehicles Miles Traveled (VMT) and Level of Service Assessment

TSCA	Toxic Substances Control Act
UBC	Uniform Building Code
USACE	United States Army Corps of Engineers
USC	United States Code
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground storage tank
UWMP	Urban Water Management Plan
VID	Vista Irrigation District
VMT	Vehicle Miles Traveled
VOC	Volatile organic compound
Water and Sewer Capacity Study	Water and Sewer Capacity Study for the Tremont Site, North County Transit District (NCTD) Oceanside Transit Center, 235 South Tremont Street, City of Oceanside, CA
Water Supply Assessment	Water Supply Assessment, Oceanside Transit Center Redevelopment
WDF	Water demand factor
WDR	Waste Discharge Requirement
WEAP	Workers Environmental Awareness Program
WL	Watch List
WMA	Watershed Management Area
WMP	Water Master Plan
WoUS	Waters of the United States
WQC	Water Quality Certification
WQIP	Water Quality Improvement Plan
WSA	Water Supply Assessment
WWTP	Wastewater Treatment Plant
ZA	Zone Amendment
Zoning Map	City of Oceanside Zoning Map
Zoning Ordinance	City of Oceanside Comprehensive Zoning Ordinance
ZORI	Zones of Required Investigation

AVAILABILITY OF DRAFT EIR AND APPENDICES

The Notice of Availability (NOA), Draft EIR, and Appendices are available for download at the City's official website.

https://www.ci.oceanside.ca.us/gov/dev/planning/ceqa/default.asp

In addition to the City's official website, these documents are also available for review at the Office of Planning and Research's (OPR) CEQAnet online database, under SCH No. 2023010231:

https://ceqanet.opr.ca.gov/

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1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

The City of Oceanside (City) is located in the northern portion of San Diego County, just south of Orange County. The community consists of a harbor and beaches located along four miles of the Pacific Ocean. Surrounding areas include Marine Corps Base Camp Pendleton to the north, the City of Vista to the east, the City of Carlsbad to the south, and the Pacific Ocean to the west.

The project site is located at the existing North County Transit District's (NCTD's) Oceanside Transit Center at 235 South Tremont Street, in the southeastern portion of the city within the downtown core. The site is approximately 10.15 acres, situated at Assessor's Parcel Numbers (APNs) 150-046-17-00, -046-01-00 through -046-08-00, -043-01-00 through -043-04-00, -043-05-00, and -043-06-00. The project site is surrounded by a mix of commercial, retail, and residential land uses, with mixed-use, hospitality, and commercial retail and entertainment uses (including the Regal Oceanside Cinema) to the north, low-density residential and commercial uses to the east, low-to-moderate density residential uses to the south, and the Amtrak Pacific Surfliner rail line right-of-way and residential uses to the west. The project site is bounded by railroad right-of-way to the west, Seagaze Drive to the north, South Tremont Street to the east, and Missouri Avenue to the south. Local access is provided via Seagaze Drive, South Tremont Street, and Missouri Avenue. Regional access to the site is provided via Interstate 5 (I-5), Mission Avenue, and Coast Highway.

1.2 PROJECT SUMMARY

The project proposal includes a General Plan Amendment (GPA), Zone Amendment (ZA), approval of a Specific Plan (Oceanside Transit Center Specific Plan), Local Coastal Program Amendment (LCPA), Regular Coastal Development Permit (RC), Development Plan, and Vesting Tentative Tract Map to allow the demolition of existing structures and construction of a mixed-use transit-oriented community with office, retail, hotel, transit, community facilities, and multi-family residential uses, as well as public and private open space and associated parking and landscaping.

The project would construct up to 852,434 gross square feet of development, with an additional 297,673 gross square feet devoted to above-grade parking and 454,276 gross square feet for below-grade parking, supplying up to 1,868 parking stalls. On-site development would include the following:

- Two mixed-use buildings would accommodate a total of 588,322 square feet of residential use, including 547 new residential apartment units. Market and affordable units would range in size from studios to 3 bedrooms, with resident-focused amenities to include generous courtyards and upper floor decks. Fifteen percent of the apartments (approximately 82 units) would be designated as affordable units. Pursuant to the requirements of the City of Oceanside's Inclusionary Housing Ordinance (Chapter 14C of the Oceanside Municipal Code) that specifies at least ten (10) percent of units shall be reserved for low-income residents as defined by the ordinance. As such, the project would reserve at least 55 units for low-income residents pursuant to the Municipal Code. The remaining 27 affordable housing units would be reserved for moderate-income residents.

- A 160,656-square foot, 170-room boutique hotel would incorporate amenity decks, including a pool deck, as well as private balconies with ocean views for west-facing guestrooms;
- A modern 64,085-square foot NCTD Headquarters building would replace the general administration office located at 810 South Mission Avenue and the NCTD offices currently located on the project site. The new building would allow for consolidation of NCTD facilities and operations, while on-site placement of the building would afford the NCTD direct oversight of the station operations;
- A series of transit improvements, in addition to the NCTD Headquarters building, would enhance the user experience, increase transit use, and emphasize improved intermodal connectivity. These improvements would include a 7,427-square-foot modern intermodal transportation center, comprised of a 3,124-square-foot NCTD Customer Service Building, 1,692-square-foot Amtrak Customer Service Center located within the NCTD Headquarters building envelope, 1,033-square-foot Bus Operator Building, as well as safe and efficient bus circulation improvements, 12 commuter bus stalls and bus layover space, and public restrooms. Moreover, transit facilities and improvements would be located to better facilitate the transfer between bus and train services;
- Commercial/retail and food and beverage services would total 29,196 square feet and allow for uses such as an art studio, bar and cocktail lounge, brewery/winery, convenience market, restaurants, health club and spa, and commercial recreation and entertainment;
- Proposed parking facilities, up to 1,868 parking stalls for public and private use, would provide replacement parking for the two public parking lots currently serving weekday commuters, as well as sufficient parking to meet the needs of all other uses and activities on-site. The above-grade garage would provide the majority of the public parking. To the extent feasible, shared parking would be promoted to reduce the overall parking requirement and support the project's transit orientation. Additionally, the project would provide secured bicycle parking facilities; and
- A proposed public Station Plaza would function as the active hub of the project, providing convenience and comfort for waiting transit riders and commuters, while also accommodating various community-based events of modest scale, such as seasonal events, passive art installations and street musician performances, subject to the terms and conditions as stated in NCTD Ordinance 3, Section 2.6, *Commercial Activities, Solicitation, and Expressive Activities*. The plaza would feature a high level of amenities, including patterned hardscape, native landscape materials, decorative lighting, seating areas, and public art. Moreover, various streetscape enhancements and pedestrian amenities would promote walkability and improve pedestrian connections.

The Specific Plan is intended as a regulatory tool used to implement the City's General Plan and direct development within a defined geographic area. While the General Plan is the primary vehicle to guide city-wide growth and development, the Specific Plan customizes the development goals and objectives, as well as the land use regulations for a defined area, consistent with the City's vision for the property, the surrounding context, and the distinct characteristics of the property.

The Specific Plan designation supports the mixture of uses and density of residential living that are critical to achieving the vision of a model transit-oriented development that extends the activity of downtown and promotes ongoing revitalization of the coastal area. The Specific Plan would serve both planning and regulatory functions including land use regulations, circulation patterns, public facilities/infrastructure, and development standards. All future development within the Specific Plan would be subject to compliance with the Specific Plan regulations, as well as other applicable City regulations.

1.3 PROJECT GOALS AND OBJECTIVES

Pursuant to Section 15124(b) of the California Environmental Quality Act Guidelines (*CEQA Guidelines)*, the Environmental Impact Report (EIR) project description must include "[a] statement of objectives sought by the proposed project…. The statement of objectives should include the underlying purpose of the project." The proposed project objectives are outlined below:

- Promote economic development of the coastal zone, while enhancing livability and walkability by accommodating a compatible mixture of uses that extends the activity of the downtown core into the planning area.
- Support public transit through transit-oriented development that integrates updated transit facilities and other mobility improvements that would increase ridership and enhance the user experience.
- Improve connectivity and in particular build stronger linkages between downtown and the residential neighborhoods to the south of the site.
- Deliver benefits to the public by increasing the available housing supply, including the provision of affordable units, while providing for amenities that create a destination and enrich the quality of life for on-site occupants and the community-at-large.
- Provide adequate infrastructure and public services to support the proposed development.
- Increase off-site storm drain capacity to serve the project site and immediately downstream area along Cleveland Street (to Wisconsin Avenue) to reduce localized flooding conditions in the public right-of-way.
- Ensure compatibility with surrounding land uses and improve the character of the surrounding community.
- Achieve a high standard of design through application of development standards and design guidelines that support mixed-use development typologies and promote effective placemaking.
- Accommodate phased development of the project with sufficient flexibility in the plan and accompanying development criteria to afford minor modifications in program and design due to a change in conditions.

1.4 ENVIRONMENTAL ISSUES/MITIGATION SUMMARY

The following table summarizes the impacts, mitigation measures, and significance after mitigation analyzed in Section 5.0, *Environmental Analysis*, of this EIR. Refer to the appropriate EIR section for detailed information.

Table 1-1
Summary of Impacts, Mitigation Measures, and Significance After Mitigation

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
5.1	**Land Use and Relevant Planning**		
	LU-1: The proposed project could conflict with applicable General Plan policies.	No mitigation measures are required.	Less Than Significant Impact.
	LU-2: The proposed project could conflict with Oceanside Zoning Ordinance standards or regulations.	No mitigation measures are required.	Less Than Significant Impact.
	LU-3: The proposed project could conflict with relevant sections of the California Coastal Act.	No mitigation measures are required.	Less Than Significant Impact.
	LU-4: The proposed project could conflict with policies provided in the Local Coastal Program.	No mitigation measures are required.	Less Than Significant Impact.
	LU-5: The proposed project may conflict with policies provided in the Coast Highway Vision and Strategic Plan.	No mitigation measures are required.	Less Than Significant Impact.
	LU-6: The proposed project may conflict with SANDAG's 2021 Regional Plan policies.	No mitigation measures are required.	Less Than Significant Impact.
	LU-7: The proposed project may conflict with the City's Climate Action Plan.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other related projects, could conflict with land use plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect.	No mitigation measures are required.	Less Than Significant Impact.
5.2	**Aesthetics/Light and Glare**		
	AES-1: Project implementation could have a substantial adverse impact on a scenic vista.	No mitigation measures are required.	Less Than Significant Impact.
	AES-2: Implementation of the proposed project could conflict with applicable zoning and other regulations governing scenic quality.	No mitigation measures are required.	Less Than Significant Impact.
	AES-3: Implementation of the proposed project could create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.	No mitigation measures are required.	Less Than Significant Impact.

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	Cumulative Impacts: The project combined with other cumulative projects could result in significant impacts to scenic vistas.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project combined with other cumulative projects could conflict with applicable zoning and other regulations governing scenic quality.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project combined with other cumulative projects could create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.	No mitigation measures are required.	Less Than Significant Impact.
5.3	**Biological Resources**		
	BIO-1: The proposed project could potentially result in 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.	No mitigation measures are required.	Less Than Significant Impact.
	BIO-2: The project could interfere substantially with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites.	BIO-1 The project Applicant shall develop an educational pamphlet (in English and Spanish) for the identification of raptor nests and to guide tree pruning activities in suburban areas during the breeding season. Landscaping companies and tree trimming services that have projects in the City shall be required to use the pamphlet to educate their employees on the recognition of raptor nest trees. Trimming of trees containing raptor or migrating bird nests shall be prohibited during the raptor breeding season (January 15 to August 31).	Less Than Significant Impact With Mitigation Incorporated.
		BIO-2 Migratory Bird and Raptor Nest Buffers. 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 shall occur outside of the breeding season (January 15 to August 31). If removal of habitat and/or construction activities is necessary adjacent to nesting habitat during the breeding season, the Applicant shall retain a City-approved biologist to conduct a pre-construction survey to determine the presence or absence of	

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		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 shall 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 shall contact the City and wildlife agencies (i.e., California Department of Fish and Wildlife and U.S. Fish and Wildlife Service) to determine the appropriate buffer.	
	BIO-3: The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	No mitigation measures are required.	No Impact.
	BIO-4: The project could conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan.	BIO-3 During project construction, the project Applicant shall ensure that impacts from fugitive dust be avoided and minimized through watering and other appropriate dust control measures. Fugitive dust reduction measures to be implemented shall be specific on the project plans for City verification. BIO-4 Prior to issuance of grading permits, the Applicant shall ensure that the following conditions are implemented during project construction: ▪ Employees shall strictly limit their activities, vehicles, equipment, and construction materials to the fenced project footprint;	Less Than Significant Impact With Mitigation Incorporated.

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		▪ 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; and ▪ Pets of construction employee personnel shall not be allowed on the project site.	
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could result in cumulatively considerable impacts to candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife service.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could result in cumulatively considerable impacts to the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites.	Refer to Mitigation Measures BIO-1 and BIO-2.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could result in cumulatively considerable impacts regarding a conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	No mitigation measures are required.	No Impact.
	Cumulative Impacts: The proposed project, in conjunction with cumulative development, could result in cumulatively considerable impacts regarding a conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan.	Refer to Mitigation Measures BIO-1 through BIO-4.	Less Than Significant Impact With Mitigation Incorporated.
5.4	**Tribal and Cultural Resources**		
	CUL-1: The project could cause a significant impact to a historical resource.	CUL-1 Worker Environmental Awareness Program. Prior to the beginning of the earth-moving construction activities (including initial pavement removal and grading), a qualified archaeologist retained by the project Applicant shall prepare and present a Workers Environmental Awareness Program (WEAP) training for all contractors, subcontractors, and workers expected to be	Less Than Significant Impact With Mitigation Incorporated.

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		on-site throughout the entire construction period. The qualified archaeologist shall meet the Secretary of the Interior's Professional Qualification Standards for Archaeology (48 Federal Register 44738). The WEAP shall inform the construction crew of the cultural resource values involved and of the regulatory protections afforded to those resources. The crew shall also be informed of procedures relating to the discovery of unanticipated resources (as outlined in the cultural resources monitoring and discovery plan). The crew shall be cautioned not to collect artifacts, and directed to inform a construction supervisor and the on-site archaeological monitor in the event that cultural remains are discovered during the course of construction, including if a cultural resources monitor is not present. The qualified archaeologist shall administer supplemental briefing to all new construction personnel, prior to their commencement of earth-moving construction activities. CUL-2 Cultural Resources Monitoring and Mitigation Plan. In the event a cultural resource is discovered, a qualified archaeologist retained by the project Applicant shall prepare and implement a cultural resources monitoring and discovery plan (CRMDP), which specifies monitoring methods, personnel, and procedures to be followed. The monitoring plan shall identify what activities require monitoring, describe monitoring procedures, and outline the protocol to be followed in the event of a find. Criteria shall be outlined, and triggers identified when further consultation (i.e., Native American consultation) is required for the treatment of a find (including consistency with Mitigation Measures CUL-6 through CUL-14). Key staff shall be identified, and the process of notification and consultation shall be specified in the CRMDP. A curation plan shall also be outlined in the CRMDP. All archaeological work shall be conducted under the direction of a qualified archaeological Principal Investigator who meets the Secretary of the Interior's Professional Qualification Standards for Archaeology (48 Federal Register 44738).	

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		CUL-3 Archaeological Resources Monitoring. Archaeological monitoring for all ground-disturbing activities that have the potential to encounter archaeological resources shall be conducted by a qualified archaeological monitor, retained by the project Applicant, who is working under the guidance of an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology (48 Federal Register 44738). Ground-disturbing activities include, but are not limited to, geotechnical boring, boring, trenching, grading, excavating, and pavement removal. The archaeological monitor shall observe ground-disturbing activities in all areas with potential to contain significant cultural deposits. If discoveries are made during ground-disturbing activities, additional work may be required in accordance with the terms specified in the cultural resources monitoring and discovery plan (required under Mitigation Measure CUL-2). CUL-4 Evaluation of Unanticipated Finds. In the event an archaeological resource is unearthed during excavation, all excavations shall be halted within 50 feet of the find. Work shall stop immediately, and the discovery shall be evaluated by a qualified archaeologist, retained by the project Applicant, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology (48 Federal Register 44738), pursuant to the procedures set forth within *CEQA Guidelines* Section 15064.5. Depending on the nature of the find, the determination of significance may require additional excavation, potentially including the preparation and execution of a Phase II Archaeological Testing Plan. As the lead agency, the City of Oceanside shall make a determination of significance on the basis of the recommendations of the qualified archaeologist. CUL-5 Treatment of Unanticipated Finds. Avoidance and preservation-in-place are the preferred treatment for historical resources, but avoidance is not always feasible. In an event that a previously unknown archaeological resource is discovered and	

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		disturbance to such a resource cannot be avoided, a Phase III, or "data recovery," phase of investigation shall be required, pursuant to *CEQA Guidelines* Section 15064.5. The Phase III study shall be prepared by a qualified archaeologist retained by the project Applicant and generally consist of a limited-scale program of archaeological excavation and laboratory analysis. Any resources recovered shall be properly curated, as appropriate. Mitigation shall be considered complete when finds are curated and documentation of findings is completed to a level satisfactory to the City of Oceanside and filed with the South Coastal Information Center of the California Historical Resources Information System.	
	CUL-2: The project could cause a significant impact to an archaeological resource on-site.	Refer to Mitigation Measures CUL-1 through CUL-5.	Less Than Significant Impact With Mitigation Incorporated.
	CUL-3: The project could cause a significant impact regarding the disturbance to human remains, including those interred outside of dedicated cemeteries.	CUL-6 Prior to the issuance of a grading permit, the project Applicant 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 Kumeyaay Tribe and 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 project Applicant and the TCA Native American Monitor(s) 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. At the discretion of the TCA Native American Monitor(s), artifacts may be made available for 3D	Less Than Significant Impact With Mitigation Incorporated.

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		scanning/printing, with scanned/printed materials to be curated at a local repository meeting the federal standards of 36 Code of Federal Regulations 79.	
		CUL-7 As specified by the State of California Public Resources 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 TCA Native American Monitor(s). 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.	
	CUL-4: The project could cause a significant impact to a tribal cultural resource.	Refer to Mitigation Measure CUL-6, and the following: CUL-8 Prior to the issuance of a grading permit, the project Applicant shall provide a written and signed letter to the City of Oceanside Planning Division stating that a qualified archaeologist and Traditionally and Culturally Affiliated (TCA) Native American	Less Than Significant Impact With Mitigation Incorporated.

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		Monitors associated with the Kumeyaay Tribe and Luiseño Tribe have been retained at the project Applicant's expense to implement the monitoring program, as described in the pre-excavation agreement. CUL-9 The qualified archaeologist and TCA Native American Monitor(s) (pursuant to Mitigation Measure CUL-8) 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 TCA Native American Monitor(s) 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. CUL-10 The qualified archaeologist shall maintain on-going collaborative consultation with the TCA Native American Monitor(s) (pursuant to Mitigation Measure CUL-8) 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 project Applicant or grading contractor shall notify the City of Oceanside Planning Division of the start and end of all ground-disturbing activities. CUL-11 In order for potentially significant archaeological artifact deposits and/or cultural resources to be readily detected during mitigation monitoring, a written "controlled grade procedure" shall be prepared by a qualified archaeologist, in consultation with the TCA Native American Monitor(s) (pursuant to Mitigation Measure CUL-8) and the project Applicant, subject to the approval of City representatives. The controlled grade procedure shall establish requirements for any ground-	

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		disturbing work with machinery occurring in and around areas the qualified archaeologist and TCA Native American Monitor(s) 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. CUL-12 The qualified archaeologist and TCA Native American Monitor(s) (pursuant to Mitigation Measure CUL-8) 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 TCA Native American Monitor(s) determine that the unearthed tribal cultural resource, artifact deposits, or cultural features are considered potentially significant to a TCA Luiseño Tribe or TCA Kumeyaay Tribe that has participated in the state-prescribed consultation process for this project, the TCA Luiseño Tribe or TCA Kumeyaay Tribe 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 and/or TCA Kumeyaay Tribes that have	

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		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 shall be collected using professional archaeological collection methods. The data recovery plan shall also incorporate and reflect the tribal values of the TCA Luiseño Tribes and/or TCA Kumeyaay Tribes that have participated in the State-prescribed consultation process for the proposed project. If the qualified archaeologist collects such resources, the TCA Luiseño Native American Monitor and TCA Kumeyaay 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 TCA Luiseño Native American Monitor and TCA Kumeyaay Native American Monitor, at their discretion, may collect said resources and provide them to the appropriate TCA Luiseño Tribe and/or TCA Kumeyaay 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 TCA Native American Monitor(s), deems the cultural resource or feature has been appropriately documented and/or protected. CUL-13 The project Applicant 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 and/or TCA Kumeyaay Tribe, as determined through the appropriate process, for respectful and dignified treatment and	

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		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. CUL-14 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 TCA Native American Monitor(s)' notes and comments, to the City of Oceanside Planning Division for approval.	
	Cumulative Impacts: The project, combined with other related cumulative projects, could cause a cumulatively considerable impacts to historical resources, archaeological resources, human remains, or tribal cultural resources.	Refer to Mitigation Measures CUL-1 through CUL-14.	Less Than Significant Impact With Mitigation Incorporated.
5.5	**Geology and Soils**		
	GEO-1: Project implementation could expose people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.	No mitigation measures are required.	Less Than Significant Impact.
	GEO-2: Project implementation could result in substantial soil erosion or loss of topsoil.	No mitigation measures are required.	Less Than Significant Impact.
	GEO-3: The project could be located on soils that are unstable, or expansive, as a result of the project, and potentially result in geologic hazards.	No mitigation measures are required.	Less Than Significant Impact.
	GEO-4: Project implementation could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	GEO-1 The Applicant shall retain a Society of Vertebrate Paleontology-qualified paleontologist (SVP 2010) to provide or supervise a paleontological sensitivity training to all personnel planned to be involved with earth-moving activities, prior to grading or excavation in sedimentary rock material other than topsoil. The	Less Than Significant Impact With Mitigation Incorporated.

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		training session shall focus on how to identify paleontological resources, such as fossils that may be encountered, and the procedures to follow if identified. GEO-2 Prior to grading or excavation in sedimentary rock material other than topsoil, the Applicant shall retain a Society of Vertebrate Paleontology (SVP)-qualified paleontologist to monitor or supervise the monitoring of these activities. The SVP-qualified paleontologist will supervise a paleontological monitor. Paleontological monitoring shall also be conducted during ground disturbance in undisturbed geologic contexts (i.e., bedrock and outcrops) which have the potential to contain significant paleontological resources. Ground disturbance refers to activities that would impact subsurface geologic deposits, such as grading, excavation, boring, etc. Activities taking place in current topsoil or within previously disturbed fill sediments (e.g., clearing, grubbing, and pavement rehabilitation) do not require paleontological monitoring. Bedrock can occur at varying depths depending on the portion of the project area. If fossils are discovered during grading at any depth, the paleontological monitor, in discussion with the SVP-qualified paleontologist, will notify the on-site construction supervisor, who shall redirect work away from the location of the discovery. The recommendations of the SVP-qualified paleontologist shall be implemented with respect to the evaluation and recovery of fossils, after which the on-site construction supervisor shall be notified and shall direct work to continue in the location of the fossil discovery. GEO-3 If any paleontological resources are encountered at the project area during construction or the course of any ground-disturbance activities, all such activities within 100 feet of the find shall halt immediately. At this time, the Applicant shall notify the City and consult with a qualified paleontologist to assess the significance of the find. The assessment will follow SVP 2010 standards. If any find is determined to be significant, appropriate	

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		avoidance measures recommended by the SVP-qualified paleontologist and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. If the fossils are determined to be significant, then the SVP-qualified paleontologist shall prepare and implement a data recovery plan. The plan shall include, but not be limited to, the following measures: ▪ The paleontologist shall ensure that all significant fossils collected are cleaned, identified, catalogued, and permanently curated with an appropriate institution with a research interest in the materials (which may include the Western Science Center in Hemet); ▪ The paleontologist shall ensure that specialty studies are completed, as appropriate, for any significant fossil collected; and ▪ The paleontologist shall ensure that curation of fossils is completed in consultation with the City. A letter of acceptance from the curation institution shall be submitted to the City. A qualified professional paleontologist is a professional with a graduate degree in paleontology, geology, or related field, with demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California, as well as at least one year of full-time professional experience or equivalent specialized training in paleontological research (i.e., the identification of fossil deposits, application of paleontological field and laboratory procedures and techniques, and curation of fossil specimens), and at least four months of supervised field and analytic experience in general North American paleontology.	

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	Cumulative Impacts: Project implementation, combined with other related cumulative projects, could expose people or structures to potential substantial adverse effects involving geology and soils and could impact unknown paleontological resources.	Refer to Mitigation Measures GEO-1 through GEO-3.	Less Than Significant Impact With Mitigation Incorporated.
5.6	**Hydrology and Water Quality**		
	HWQ-1: The project could violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.	No mitigation measures are required.	Less Than Significant Impact.
	HWQ-2: The project could substantially alter the existing drainage pattern of the site or area, or substantially increase the rate or amount of surface runoff, in a manner that would result in substantial erosion, siltation, or flooding on- or off-site.	No mitigation measures are required.	Less Than Significant Impact.
	HWQ-3: The project could create or contribute runoff water which could exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	No mitigation measures are required.	Less Than Significant Impact.
	HWQ-4: The project could substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the Basin.	No mitigation measures are required.	Less Than Significant Impact.
	HWQ-5: The project could conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other related cumulative projects, could violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other related cumulative projects, could substantially alter the existing drainage pattern of the site or area, or substantially increase the rate or amount of surface runoff, in a manner that would result in substantial erosion, siltation, or flooding on- or off-site.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other related cumulative projects, could create or contribute runoff water which could exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	No mitigation measures are required.	Less Than Significant Impact.

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	Cumulative Impacts: The proposed project, combined with other related cumulative projects, could substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the Basin.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other related cumulative projects, could conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	No mitigation measures are required.	Less Than Significant Impact.
5.7	**Hazards and Hazardous Materials**		
	HAZ-1: Project implementation could create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, or being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.	HAZ-1 Prior to issuance of a grading permit, a qualified environmental professional with Phase II/Site Characterization experience shall conduct on-site sampling near the adjacent City-operated parking structure in order to confirm whether or not any off-site hazardous materials have migrated into on-site soil/soil gas at the project site, that which presents a concern to the public or the environment. HAZ-2 Prior to issuance of a grading permit, a Soil Management Plan (SMP) shall be prepared by a qualified environmental professional with Phase II/Site Characterization experience. Any results and/or recommendations from Mitigation Measure HAZ-1 shall be incorporated into the SMP. The SMP shall present procedures for the excavation and construction contractors to be used in the event that unknown structures (i.e., underground storage tanks, sumps, etc.) or soil contamination are encountered during demolition, excavations, grading, or any other soil disturbance activities. The SMP shall provide guidance for the characterization, proper handling, and management of impacted or suspect impacted soil that may be encountered. The SMP shall also include a decision framework and specific risk management measures for characterization, proper handling, and management of impacted or suspect impacted soil, including any soil import/export activities, in a manner protective of human health and consistent with applicable regulatory requirements. The SMP shall be made	Less Than Significant Impact With Mitigation Incorporated.

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		available to the contractor and the City Engineer for use during grading activities. HAZ-3 Prior to demolition of existing structures (including piping materials), the project Applicant shall retain a qualified specialists or contractors who have completed a current U.S. Environmental Protection Agency (EPA)-approved Building Inspector Course to conduct surveys of asbestos-containing materials (ACMs), lead-based paints (LBP), and polychlorinated biphenyls (PCBs) to be conducted by, and submitted to the County of San Diego, Department of Environmental Health and Quality, Hazardous Materials Division (HMD) for review and comment, and to the City Engineer for approval, prior to demolition of existing structures (including piping materials). Specifically, if ACMs are located, abatement of asbestos would be required to be completed prior to any activities that would disturb ACMs or create an airborne asbestos hazard. Asbestos removal shall be performed by qualified specialists or contractors who have completed a current EPA-approved Building Inspector Course in accordance with the San Diego Air Pollution Control District (SDAPCD) Rule 1206. If more than 100 square feet of ACMs would be disturbed or demolition would occur, a notification shall be submitted to SDAPCD, and procedures for asbestos emission control and waste handling and disposal must be in compliance with SDAPCD Rule 1206. If LBPs are found, abatement shall be completed by a qualified Lead Specialist prior to any activities that would create lead dust or a fume hazard. LBP removal and disposal shall be performed in accordance with California Code of Regulations (CCR) Title 8, Section 1532.1, which specifies exposure limits, specifies exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead. Specialists or contractors performing ACM, LBP, and/or PCB removal shall provide evidence of abatement activities to the	

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		HMD and City Engineer. The project Applicant would be required to inform the City Engineer, via the monthly compliance report, of the date when all ACMs, LBPs, and/or PCBs are removed from the site, if applicable. HAZ-4 Prior to issuance of building permits, the project Applicant shall provide verification documentation to the City Engineer, demonstrating that any proposed elevator shaft(s) for the subterranean parking garage are properly sealed to prevent any potential vapor intrusion into the proposed structures that could then be delivered to the upper floors of the overlying buildings.	
	HAZ-2: Project implementation could create a significant hazard to the public or environment through interference with an adopted emergency response evacuation plan.	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project, combined with other related projects, could create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, or being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.	Refer to Mitigation Measures HAZ-1 through HAZ-4.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The project, combined with other related projects, could create a significant hazard to the public or environment through interference with an adopted emergency response evacuation plan.	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With Mitigation Incorporated.
5.8	**Transportation**		
	TRA-1: Project implementation could conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.	No mitigation measures are required.	Less Than Significant Impact.
	TRA-2: Project implementation could conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	No mitigation measures are required.	Less Than Significant Impact.
	TRA-3: Project implementation could increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	No mitigation measures are required.	Less Than Significant Impact.

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	TRA-4: Project implementation would not result in inadequate emergency access.	TRA-1 Prior to issuance of any grading and/or demolition permits, whichever occurs first, the construction contractor shall prepare a Construction Management Plan (CMP) to be submitted for review and approval by the City Director of Public Works. The requirement for a CMP shall be incorporated into the project specifications and subject to verification by the City Director of Public Works prior to final plan approval. The CMP shall include, at a minimum, the following measures, which shall be implemented during all construction activities: ▪ Meet the standards established in the current *California Manual on Uniform Traffic Control Devices* (MUTCD) as well as all applicable City of Oceanside requirements pertaining to off-site work, including sidewalk construction, building façade, underground utilities, and any work that would require temporary lane closures. The plan shall also detail plans for traffic signs, traffic cone arrangements, and flaggers to assist with pedestrian and traffic. ▪ Identify traffic control for any street closure, detour, or other disruption to traffic circulation, including the necessary traffic controls to allow for construction-related traffic to efficiently enter and exit the site and maintain emergency access to the site and surrounding area. ▪ Should project construction activities require temporary vehicle lane and/or sidewalk closures, the construction contractor shall coordinate with the City Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures do not impact operations of adjacent uses or emergency access. ▪ Identify the routes that construction vehicles must utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for	Less Than Significant Impact With Mitigation Incorporated.

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		the project. Require all construction vehicles to carry the required hauling permits and use the most direct route per approval by the City Director of Public Works. ▪ Require the construction contractor to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt, as a result of its operations. The construction contractor shall clean adjacent streets, as directed by the City Director of Public Works, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.	
	Cumulative Impacts: Future development, combined with other related projects, could conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and result in cumulative impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Future development, combined with other related projects, could conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Future development, combined with other related projects, could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), and result in cumulative impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Future development, combined with other related projects, could result in inadequate emergency access.	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With Mitigation Incorporated.
5.9	**Air Quality**		
	AQ-1: Implementation of the proposed project could conflict with or obstruct implementation of the applicable air quality plan.	No mitigation measures are required.	Less Than Significant Impact.
	AQ-2: The project could result in a cumulatively considerable net increase in criteria pollutants for which the project region is non-attainment under an applicable federal or State ambient air quality standard.	No mitigation measures are required.	Less Than Significant Impact.

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	AQ-3: Development associated with implementation of the proposed project could result in localized emissions impacts or expose sensitive receptors to substantial pollutant concentrations.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Implementation of the proposed project and related projects could result in cumulatively considerable inconsistencies with the applicable air quality plan.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Short-term construction activities associated with the proposed project and other related cumulative projects, could result in increased air pollutant emission impacts or expose sensitive receptors to increased pollutant concentrations.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Implementation of the proposed project and other related cumulative projects could result in increased impacts pertaining to operational air emissions.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Implementation of the proposed project and related projects could result in cumulatively considerable carbon monoxide hotspot impacts.	No mitigation measures are required.	Less Than Significant Impact.
5.10	**Greenhouse Gas Emissions**		
	GHG-1: Greenhouse gas emissions generated by the project could have a significant impact on global climate change and could conflict with an applicable greenhouse gas reduction plan, policy, or regulation.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: Greenhouse gas emissions generated by the project and other related cumulative projects could have a significant impact on global climate change or could conflict with an applicable greenhouse gas reduction plan, policy, or regulation.	No mitigation measures are required.	Less Than Significant Impact.
5.11	**Energy**		
	EN-1: The project could result in wasteful, inefficient, or unnecessary consumption of energy resources.	No mitigation measures are required.	Less Than Significant Impact.
	EN-2: The project could conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	No mitigation measures are required.	Less Than Significant Impact.

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	Cumulative Impacts: Implementation of the project and other cumulative projects could result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	No mitigation measures are required.	Less Than Significant Impact.
5.12	**Noise**		
	NOI-1: Construction-related activities within the project area could result in significant temporary noise impacts to nearby noise sensitive receivers.	NOI-1 To reduce noise impacts due to construction, the project Applicant shall demonstrate to the satisfaction of the City Development Services Department Director that the project complies with the following: ▪ Prior to construction, written notification to residents within 500 feet of the proposed facilities undergoing construction shall be provided, identifying the type, duration, and frequency of construction activities. Notification materials shall also identify a mechanism for residents to register complaints with the City if construction-related noise impacts should occur. ▪ All equipment and trucks used for project construction shall use the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) and be maintained in good operating condition to minimize construction noise impacts. All internal combustion engine-drive equipment shall be fitted with intake and exhaust mufflers which are in good condition. ▪ Place noise-generating construction equipment and construction staging areas away from sensitive uses to the extent feasible. ▪ Construction activities shall occur between the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, pursuant to Section 38.17, *Special Noise Prohibited*, of the *City of Oceanside Municipal Code*.	Less Than Significant Impact With Mitigation Incorporated.

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		▪ Use electric air compressors and similar power tools rather than diesel equipment, where feasible. ▪ Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. ▪ The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday). The haul routes shall be designed to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise. ▪ Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party and the City of Oceanside Development Services Department Director.	
	NOI-2: Project implementation could result in adverse vibration impacts to nearby sensitive receptors and structures.	NOI-2 The project Applicant shall incorporate the following measures on all grading and building plans and specifications subject to approval of the City's Building Division prior to issuance of a demolition or grading permit (whichever occurs first): ▪ Construction equipment shall not approach the construction buffer zone adjacent to existing structures adjoining the project site to the north and east. The buffer zone shall be tiered based on distances established in the table below.	Less Than Significant Impact With Mitigation Incorporated.

Table 1-1, continued

Equipment	Nearest Distance of Heavy-Duty Construction Equipment Activity to Northern and Eastern Structures (Feet)	Peak Particle Velocity (in/sec)
Pile Driver (Impact – Upper Range)	97	0.2
Pile Driver (Sonic – Upper Range)	59	0.2
Vibratory Roller	26	0.2
Large Bulldozer	15	0.2
Loaded Trucks	13	0.2
Jackhammer	8	0.2
Small Bulldozer	2	0.2

As shown in the table above, impact pile drivers shall not operate within 97 feet, sonic pile drivers shall not operate within 59 feet, vibratory rollers shall not operate within 26 feet, large bulldozers shall not operate within 15 feet, and loaded trucks shall not operate within 13 feet of the structures adjoining the project site to the north and east. The buffer zone shall be in enforced between the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, pursuant to Section 38.17, *Special Noise Prohibited*, of the City of Oceanside Municipal Code.

- When the use of pile driver and vibratory roller cannot be avoided, the following measures should be taken:
  - Non-Impact Piles or Cast in Drilled Hole (CIDH) piles: Using the soil-mix or CIDH method would reduce the vibration below the FTA Criteria. This method is recommended for homes which would be within 75 feet of pile driving.
  - Reduced Impact Pile Driving Time: Limiting the hours per day of impact pile driving would reduce the

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		equivalent noise level and would reduce potential work interference. ○ Excessive Vibration: if pile driving amplitudes exceed the building threshold criteria, cosmetic repair work may be required at nearby buildings. A detailed preconstruction crack survey will be conducted at homes and businesses where these criteria are expected to be exceeded. Vibration monitoring, crack monitors and photo documentation will be employed at these locations during pile driving activity. ○ Relocating items on shelves: since items on shelves and walls may move during pile driving activity, nearby residents will be advised through the community outreach process that they should move fragile and precious items off of shelves and walls for the duration of the impact pile driving. Achievement of standards for building damage would not eliminate annoyance, since the vibration would still be quite perceptible. ○ Advance Notification (Work Interference): The impact pile driving vibration may cause interference with persons working at home or the office on their computers. Nearby residents and businesses will be advised in advance of times when piles would drive, particularly piles within 100 feet of any occupied building, so that they may plan accordingly, if possible. ○ Notification of Pile Driving Schedule: Nearby residents and businesses will be notified of the expected pile driving schedule. In particular, these notification should be made with home-bound residents, homes where there is day-time occupancy (e.g., work at home, stay-at-home parents) and	

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
		offices/commercial businesses where extensive computer/video monitor work is conducted. ▪ The project Applicant shall utilize a construction vibration monitoring system with the potential to measure low levels of vibration to ensure vibration levels do not exceed the FTA's 0.2 inch-per-second PPV threshold. ▪ The project Applicant shall conduct sensitivity training to inform construction personnel about the existing sensitive receptors surrounding the project and about methods to reduce noise and vibration. ▪ Alternatively, if the above measures are deemed infeasible by the City's Building Division, the Applicant shall require by contract specifications that a certified structural engineer and/or geologist be retained to submit evidence that the operation of vibration-generating equipment associated with the project would not result vibration levels exceeding the FTA's 0.2 inch-per-second PPV threshold. Contract specifications shall be included in the project construction documents, which shall be reviewed by the City prior to issuance of a demolition or grading permit (whichever occurs first). The documents shall include provisions for vibration monitoring during the operation of heavy-duty construction equipment, as well as include provisions to ensure vibration levels do not exceed 0.2 inch-per-second PPV at the structures adjoining the project site to the north and east.	
	NOI-3: Future noise levels associated with implementation of the proposed project could result in a substantial permanent increase in ambient noise levels in the project vicinity and expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	No mitigation measures are required.	Less Than Significant Impact.

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	Cumulative Impacts: Construction-related activities within the project area could result in significant temporary noise impacts to nearby noise sensitive receivers.	Refer to Mitigation Measure NOI-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: Project implementation could result in significant vibration impacts to nearby sensitive receptors and structures.	Refer to Mitigation Measure NOI-2.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The proposed project could result in a significant increase in traffic and long-term stationary ambient noise levels.	No mitigation measures are required.	Less Than Significant Impact.
5.13	**Population and Housing**		
	PH-1: The project could directly or indirectly induce substantial unplanned population growth.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The proposed project, combined with other related projects, could result in cumulatively considerable impacts related to substantial unplanned population growth.	No mitigation measures are required.	Less Than Significant Impact.
5.14	**Public Services/Recreation and Utilities**		
	PSR-1: Project implementation could result in the need for additional fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.	No mitigation measures are required.	Less Than Significant Impact.
	PSR-2: Project implementation could result in the need for additional police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With Mitigation Incorporated.
	PSR-3: Project implementation could result in the need for additional school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives.	No mitigation measures are required.	Less Than Significant Impact.
	PSR-4: Project implementation could result in the need for additional parks and recreational facilities and/or the increased use of existing neighborhood and regional parks such that substantial physical deterioration could occur or be accelerated. Project implementation would	No mitigation measures are required.	Less Than Significant Impact.

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	result in the construction of parks and recreational facilities which could have an adverse physical effect on the environment.		
	PSR-5: Project implementation could result in the need for additional public library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project combined with other cumulative projects could create increased demand for fire protection services that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project combined with other cumulative projects could create increased demand for police protection services that could cause significant environmental impacts.	Refer to Mitigation Measure TRA-1.	Less Than Significant Impact With Mitigation Incorporated.
	Cumulative Impacts: The project combined with other cumulative projects could create increased demand for school services that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project combined with other cumulative projects could create increased demand for parks and recreational facilities that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project combined with other cumulative projects could create increased demand for other public facilities that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
5.15	**Utilities and Service Systems**		
	USS-1: Project implementation could have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years, and would not require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	No mitigation measures are required.	Less Than Significant Impact.

Table 1-1, continued

EIR Section	Impact Statement	Mitigation Measure	Significance After Mitigation
	USS-2: Project implementation could 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, exceed wastewater treatment requirements of the applicable regional water quality control board, or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	No mitigation measures are required.	Less Than Significant Impact.
	USS-3: Project implementation could result in the construction of new storm water drainage facilities.	No mitigation measures are required.	Less Than Significant Impact.
	USS-4: Project implementation could be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, State, and local statutes and regulations related to solid waste.	No mitigation measures are required.	Less Than Significant Impact.
	USS-5: The project could result in the relocation or construction of new or expanded dry utility facilities, which could cause significant environmental effects.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project combined with other cumulative projects could create increased demand for water facilities that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project combined with other cumulative projects could create increased demand for wastewater facilities that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project combined with other cumulative projects could create increased demand for stormwater drainage facilities that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.
	Cumulative Impacts: The project combined with other cumulative projects could create increased demand for solid waste generation that could cause significant environmental impacts.	No mitigation measures are required.	Less Than Significant Impact.

1.5 SIGNIFICANT UNAVOIDABLE IMPACTS

Compliance with existing regulations and the specific mitigation measures summarized above would reduce project impacts to less than significant levels and no significant unavoidable impacts would result.

1.6 SUMMARY OF PROJECT ALTERNATIVES CONSIDERED

"NO PROJECT" ALTERNATIVE

In accordance with the *CEQA Guidelines*, "the no project analysis shall discuss the existing conditions …, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." The *CEQA Guidelines* continue to state that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained." The "No Project" Alternative includes a discussion and analysis of the existing baseline conditions at the time the Notice of Preparation was published on January 13, 2023. The "No Project" scenario is described and analyzed to enable the decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

The "No Project" Alternative assumes the circumstance under which the proposed project does not proceed, and the project site's current General Plan land use designations and zoning remain as is. Under this alternative, the site's existing improvements associated with the site's existing uses would remain. However, the "No Project" Alternative would not preclude future redevelopment in accordance with the site's existing General Plan land use designations and zoning. Unlike the proposed project, the "No Project" Alternative would not require a General Plan Amendment, Zone Amendment, Specific Plan, Local Coastal Plan Amendment, Coastal Development Permit, or Vesting Tentative Tract Map.

Based on the General Plan, the project site is designated DT, C-TU, C-RH, and C-GC. Based on the City's Zoning Map, the project site is divided into several zones: that portion of the site generally west of Cleveland Street falls within District D-14 and District D-5. The remainder of the site is zoned PUT, OP, and R-3. Given that the site is currently developed with uses consistent with the existing land use designations and zoning (i.e., the NCTD transit center facilities), it is reasonably expected that buildout of the site under existing designations and zoning would be the existing NCTD facilities. Thus, the "No Project" Alternative is essentially a 'no build' alternative wherein the existing environmental setting is maintained. Specifically, the site would continue to operate as the NCTD transit center, consisting of train platforms, NCTD satellite offices, and surface parking lots. The existing structures on-site would remain and no new development would occur.

"REDUCED DENSITY" ALTERNATIVE

The "Reduced Density" Alternative aims to develop the project site in a way that prioritizes commercial/retail intensity and provides fewer residential units (including fewer affordable units), less commercial square footage associated with the NCTD office space, and fewer hotel rooms. This alternative would result in a similar pattern of land uses as the proposed project. However, on-site

residential uses would be constructed in three smaller buildings, instead of the project's two larger buildings. Further, the bus terminals would be situated along the western portion of the project site. This alternative would develop 27 fewer dwelling units (a total of 520 units) than the proposed project (547 units). Of these, this alternative would only supply 52 affordable units (30 fewer affordable units, compared to the project's 82 affordable units). It should be noted that as fewer dwelling units would be provided, less overall open space area would be provided due to fewer private outdoor spaces. Further, the division of residential buildings on Block 4 would reduce the outdoor roof amenity area.

Similar to the proposed project, the "Reduced Density" Alternative would require a General Plan Amendment, Zone Amendment, Specific Plan, Local Coastal Plan Amendment, Coastal Development Permit, and Vesting Tentative Tract Map.

"INCREASED DENSITY" ALTERNATIVE

The "Increased Density" Alternative aims to develop the project site in a way that prioritizes transit ridership and reduces vehicle miles traveled (VMT) by increasing the residential units on-site. This alternative would include one additional floor in each residential building, increasing the residential units an additional 116 units, compared to the proposed project, for a total of 663 dwelling units. Building R1 on Block 3 would include 53 additional residential units, for a total of 303 units, and Building R2 on Block 4 would include 63 additional residential units, for a total of 360 units. This alternative would proportionately increase the rate of affordable units provided; similar to the proposed project, 15 percent of units would be affordable for a total of 100 affordable units (an increase of 18 affordable units compared to the proposed project). It should be noted that outdoor roof amenity areas under the proposed project would be elevated to the sixth floor under this alternative and would maintain the same layout and square footages as the proposed project.

Similar to the proposed project, the "Increased Density" Alternative would require a General Plan Amendment, Zone Amendment, Specific Plan, Local Coastal Plan Amendment, Coastal Development Permit, and Vesting Tentative Tract Map.

"ENVIRONMENTALLY SUPERIOR" ALTERNATIVE

The "No Project" Alternative is the environmentally superior alternative, as it would avoid or lessen most of the project's environmental impacts. According to *CEQA Guidelines* Section 15126.6(e), "if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Accordingly, the "Reduced Density" Alternative is considered the environmentally superior alternative to the proposed project.

It is acknowledged that the "No Project" Alternative would not meet any of the project's basic objectives. This alternative would not promote economic development in the coastal zone; support public transit through transit-oriented development; improve connectivity and linkages between downtown and residential neighborhoods; increase available housing supply; provide new infrastructure and public services; increase off-site storm drain capacity to reduce flooding; provide compatible and improved community character; establish development standards and design guidelines that support mixed-use development; or accommodate phased development of the site.

The "Reduced Density" Alternative is considered environmentally superior to the proposed project. The "Reduced Density" Alternative would result in reduced environmental impacts regarding air

quality, greenhouse gas emissions, energy, noise, population and housing, public services and recreation, and utilities and service systems. The remaining environmental topical areas, including land use and relevant planning, aesthetics/light and glare, biological resources, tribal and cultural resources, geology and soils, hydrology and water quality, hazards and hazardous materials, and transportation, would have similar impacts as the proposed project. This alternative would achieve all of the project's basic objectives, however, not to the extent as the proposed project for some objectives. Specifically, this alternative would promote economic development and enhance livability and walkability by introducing a compatible mixture of uses in the coastal zone, but to a lesser extent than the proposed project given the reduction in development intensity. Additionally, given the reduction in dwelling units, this alternative would improve the connectivity and strengthen linkages between downtown and the residential neighborhood to the south to a lesser extent than the proposed project. Further, since this alternative would only supply 52 affordable units (30 fewer affordable units compared to the project's 82 affordable units), it would meet the project objective of increasing the City's housing supply (and affordable housing supply) to a lesser extent than the proposed project. Lastly, similar to the proposed project, this alternative would increase off-site storm drain capacity to serve the project site and immediately downstream area along Cleveland Street (to Wisconsin Avenue) to reduce localized flooding conditions in the public right-of-way.

2.0 INTRODUCTION AND PURPOSE

2.1 PURPOSE OF THE EIR

The purpose of this EIR is to review the existing conditions, analyze potential environmental impacts, and identify feasible mitigation measures to avoid or lessen the project's potentially significant effects. This EIR addresses the project's environmental effects, in accordance with *CEQA Guidelines* Section 15161. As referenced in *CEQA Guidelines* Section 15121(a), the primary purposes of this EIR are to:

- Inform decision-makers and the public generally of the significant environmental effect of a project;
- Identify possible ways to minimize the significant effects of a project; and
- Describe reasonable alternatives to a project.

The mitigation measures that are specified shall be adopted as conditions of approval to minimize the significance of impacts resulting from the project. In addition, this EIR is the primary reference document in the formulation and implementation of a mitigation monitoring program for the project.

The City of Oceanside, which is the Lead Agency and has the principal responsibility of processing and approving the project, and other public (i.e., Responsible and Trustee) agencies that may use this EIR in the decision-making or permit process, including NCTD, will consider the information in this EIR in the decision-making or permit process will consider the information in this EIR, along with other information that may be presented during the CEQA process. Environmental impacts cannot always be mitigated to a level considered less than significant; in those cases, impacts are considered significant unavoidable impacts. In accordance with *CEQA Guidelines* Section 15093(b), if a public agency approves a project that has significant impacts that are not substantially mitigated (i.e., significant unavoidable impacts), the agency must state in writing the specific reasons for approving the project, based on the Final EIR and any other information in the public record for the project. *CEQA Guidelines* Section 15093 requires a "statement of overriding considerations" where the Lead Agency specifies the findings and public benefits for the project that outweigh the impacts.

This EIR analyzes the project's environmental effects to the degree of specificity appropriate to the current proposed actions, as required by *CEQA Guidelines* Section 15146. The analysis considers the activities associated with the project to determine the short- and long-term effects related to their implementation. This EIR discusses the project's direct and indirect impacts, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

2.2 COMPLIANCE WITH CEQA

PUBLIC REVIEW OF THE DRAFT EIR

In accordance with *CEQA Guidelines* Sections 15087 and 15105, this Draft EIR will be circulated for a 45-day public review period. Interested agencies and members of the public are invited to comment in writing on the information contained in this document. All comment letters received before the close of the public review period will be responded to in writing, and the comment letters, together with the responses to those comments, will be included in the Final EIR.

Comment letters should be sent to:

Mr. Rob Dmohowski, AICP, Principal Planner
City of Oceanside
300 N. Coast Hwy
Oceanside, California 92054
rdmohowski@oceansideca.org

CERTIFICATION OF THE FINAL EIR

Pursuant to *CEQA Guidelines* Section 15132, *Contents of Final Environmental Impact Report*, the Final EIR will consist of:

a) The Draft EIR or a revision of the Draft;

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

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

d) The Lead Agency's responses to significant environmental points raised in the review and consultation process; and

e) Any other information added by the Lead Agency.

Additionally, pursuant to *CEQA Guidelines* Section 15088, *Evaluation of and Response to Comments*, at least ten days prior to certifying the EIR, the City will provide a written proposed response to a public agency on comments made by that agency.

PROJECT CONSIDERATION

Upon Final EIR certification, the City Council may consider approval of the proposed project. A decision to approve the project would be accompanied by specific, written findings, in accordance with *CEQA Guidelines* Section 15091, and if required, a specific written statement of overriding considerations, in accordance with *CEQA Guidelines* Section 15093.

2.3 NOTICE OF PREPARATION/ EARLY CONSULTATION (SCOPING)

In compliance with the *CEQA Guidelines*, the City has provided opportunities for various agencies and the public to participate in the environmental review process. During EIR preparation, efforts were made to contact various Federal, State, regional, and local government agencies and other interested parties to solicit comments on the scope of the review in this document. This included the distribution of a Notice of Preparation (NOP) and Initial Study to various responsible agencies, trustee agencies, and interested parties; refer to Appendix 11.1, *Notice of Preparation/Initial Study*. The purpose of the NOP was to formally announce the preparation of a Draft EIR for the proposed project, and that, as the Lead Agency, the City was soliciting input regarding the scope and content of the environmental information to be included in the Draft EIR. The NOP and Initial Study provided preliminary information regarding the anticipated range of impacts to be analyzed within the Draft EIR. The NOP and Initial Study were distributed for a 30-day public review period from January 13, 2023 through February 13, 2023.

In addition, a public scoping meeting was held on February 1, 2023, at 6:00 p.m. at the City of Oceanside Civic Center Library Community Rooms located at 330 N. Coast Highway, Oceanside, California 92054. The scoping meeting's objectives were to:

- Inform the public of the proposed project and the City's intent to prepare an EIR;
- Present an overview of the CEQA EIR process;
- Review the topics to be addressed in the EIR; and
- Receive public comments on issues of concern and environmental topics to be addressed in the EIR.

The NOP comments are in Appendix 11.2, *Notice of Preparation/Initial Study Comment Letters*, and have been addressed in each appropriate topic area of this EIR. Issues raised in the NOP comments are summarized below:

- Land use compatibility, aesthetic, traffic/parking, air quality, and noise concerns as a result of the relocation of bus stalls adjacent to residential uses (refer to Section 5.1, *Land Use and Relevant Planning*, Section 5.2, *Aesthetics/Light and Glare*, Section 5.8, *Transportation*, Section 5.9, *Air Quality*, and Section 5.12, *Noise*);
- Consistency with the San Diego Association of Governments (SANDAG) objectives to utilize smart growth and transit-oriented development patterns, as well as the goals and policies of the General Plan Circulation Element (refer to Section 5.1, *Land Use and Relevant Planning*, and Section 5.8, *Transportation*);
- Aesthetic impacts of the proposed development, including impacts on scenic views, specifically coastal views from the Municipal Pier (refer to Section 5.2, *Aesthetics/Light and Glare*);
- Project compliance with Assembly Bill (AB) 52 and Senate Bill (SB) 18 regarding potential adverse changes in the significance of a historical resource, as well as consultation with California Native American tribes regarding tribal cultural resources (refer to Section 5.4, *Tribal and Cultural Resources*);
- Project impacts on existing traffic conditions, including cumulative traffic conditions (refer to Section 5.8, *Transportation*);
- Project impacts on existing transit users, pedestrians, and bicyclists, including access, safety, and transit connectivity, and bicycle parking/storage (refer to Section 5.8, *Transportation)*;
- Concerns regarding proposed parking spaces, including availability during construction and adequacy of spaces provided to serve all proposed users (refer to Section 5.1, *Land Use and Relevant Planning*, and Section 5.8, *Transportation*);
- Design efficiency and accessibility of project circulation, including coastal access (refer to Section 5.1, *Land Use and Relevant Planning*, and Section 5.8, *Transportation*);

- Concern regarding existing and potential for increased coastal access, particularly via the existing pedestrian tunnel (refer to Section 5.1, *Land Use and Relevant Planning*, Section 5.8, *Transportation*, and Section 5.14, *Public Services/Recreation*);
- Construction impacts on access, air pollution, and traffic (refer to Section 5.8, *Transportation* and Section 5.9, *Air Quality*);
- Operational impacts analysis should include a Health Risk Assessment (refer to Section 5.9, *Air Quality*);
- Necessary implementation of Traffic Demand Management strategies to discourage vehicle use, such as a parking management plan that includes priced parking (refer to Section 5.1, *Land Use and Relevant Planning* and Section 5.10, *Greenhouse Gas Emissions*);
- Increased vehicle trip emissions due to residential and hotel uses (refer to Section 5.8, *Transportation*, Section 5.9, *Air Quality*, and Section 5.10, *Greenhouse Gas Emissions*);
- Greenhouse Gas (GHG) emissions and climate destabilization (refer to Section 5.10, *Greenhouse Gas Emissions*);
- Noise impacts from new residential uses (refer to Section 5.12, *Noise*);
- Adequacy of open space uses proposed (refer to Section 5.1, *Land Use and Relevant Planning* and Section 5.14, *Public Services/Recreation*);
- Concern regarding proposed security features and increased need for police services/facilities, particularly involving safety concerns from potential increase to unhoused population in the project area (refer to Section 5.14, *Public Services/Recreation*);
- Project impacts on existing and available solid waste disposal services (refer to Section 5.15, *Utilities and Service Systems*);
- Project impacts on the City's water supply (refer to Section 5.15, *Utilities and Service Systems*);
- Adequacy of list of project alternatives that address site design, location, and ability to reduce GHG emissions (refer to Section 7, *Alternatives*); and
- Adequacy of outreach involving the community and applicable agencies (refer to Section 2.3 herein, Appendix 11.1, *Notice of Preparation/Initial Study*, and Appendix 11.2, *Notice of Preparation/Initial Study Comment Letters*).

2.4 FORMAT OF THE EIR

The Draft EIR is organized into the following sections:

- Section 1.0, *Executive Summary*, provides a brief project description and summary of the environmental impacts and mitigation measures.
- Section 2.0, *Introduction and Purpose*, provides CEQA compliance information.

- Section 3.0, *Project Description*, provides a detailed project description indicating project location, background, and history; project characteristics, phasing, and objectives; as well as associated discretionary actions required.

- Section 4.0, *Basis of Cumulative Analysis*, describes the approach and methodology for the cumulative analysis.

- Section 5.0, *Environmental Analysis*, contains a detailed environmental analysis of the existing conditions, existing regulatory setting, potential project impacts, potential cumulative impacts, recommended mitigation measures, and significant unavoidable impacts (if any) for the following environmental topic areas:

  - Section 5.1, *Land Use and Relevant Planning*;
  - Section 5.2, *Aesthetics/Light and Glare*;
  - Section 5.3, *Biological Resources*;
  - Section 5.4, *Tribal and Cultural Resources*;
  - Section 5.5, *Geology and Soils*;
  - Section 5.6, *Hydrology and Water Quality*;
  - Section 5.7, *Hazards and Hazardous Materials*;
  - Section 5.8, *Transportation*;
  - Section 5.9, *Air Quality*;
  - Section 5.10, *Greenhouse Gas Emissions*;
  - Section 5.11, *Energy*;
  - Section 5.12, *Noise*;
  - Section 5.13, *Population and Housing*;
  - Section 5.14, *Public Services and Recreation*; and
  - Section 5.15, *Utilities and Service Systems*.

- Section 6.0, *Other CEQA Considerations*, discusses long-term implications of the proposed action. Irreversible environmental changes that would be involved in the proposed action, should it be implemented, are considered. The project's growth-inducing impacts, including the potential for population growth, are also discussed.

- Section 7.0, *Alternatives to the Proposed Project*, describes a reasonable range of alternatives to the project or its location that could avoid or substantially lessen the project's significant impact and still feasibly attain the basic project objectives.

- Section 8.0, *Effects Found Not To Be Significant*, explains potential impacts that have been determined not to be significant.

- Section 9.0, *Organizations and Persons Consulted*, identifies all Federal, State, and local agencies, other organizations, and individuals consulted.

- Section 10.0, *Bibliography*, identifies reference sources for the EIR.

- Section 11.0, *Appendices*, contains the project's technical documentation.

2.5 RESPONSIBLE AND TRUSTEE AGENCIES

Certain projects or actions undertaken by a Lead Agency require subsequent oversight, approvals, or permits from other public agencies in order to be implemented. Such other agencies are referred to as Responsible Agencies and Trustee Agencies. Pursuant to *CEQA Guidelines* Sections 15381 and 15386, as amended, Responsible Agencies and Trustee Agencies are respectively defined as follows:

> *"Responsible Agency" means a public agency, which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term "Responsible Agency" includes all public agencies other than the Lead Agency, which have discretionary approval power over the project. (Section 15381)*
>
> *"Trustee Agency" means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. Trustee Agencies include:*
>
> *a) The California Department of Fish and Game with regard to the fish and wildlife of the state, to designated rare or endangered native plants, and to game refuges, ecological reserves, and other areas administered by the department;*
> *b) The State Lands Commission- with regard to state owned "sovereign" lands such as the beds of navigable waters and state school lands;*
> *c) The State Department of Parks and Recreation with regard to units of the State Park System;*
> *d) The University of California with regard to sites within the Natural Land and Water Reserves System. (Section 15386)*

As the project site is located at the existing NCTD's Oceanside Transit Center, and the project proposes the development of a new NCTD headquarters as well as transit improvements, the NCTD shares jurisdiction over the project site with the City. As such, the NCTD is regarded as a Responsible Agency, the approval of which is required for future site improvements and development that would impact operations of the Oceanside Transit Center.

Additional Responsible and Trustee Agencies and other entities that may use this EIR in their decision-making process or for informational purposes include, but may not be limited to, the following:

- California Coastal Commission;
- San Diego Regional Water Quality Control Board; and
- San Diego Air Pollution Control District.

2.6 INCORPORATION BY REFERENCE

Pertinent documents relating to this EIR have been cited in accordance with *CEQA Guidelines* Section 15150, which encourages incorporation by reference as a means of reducing redundancy and the length of environmental reports. The following documents are hereby incorporated by reference into this EIR. These documents are available for review at the City of Oceanside City Hall located at 300 N. Coast Highway, Oceanside, CA 92054.

- *City of Oceanside General Plan.* The *City of Oceanside General Plan* (General Plan) was adopted by the City Council in 2002 and has been periodically amended. The City is currently undergoing a comprehensive update to the General Plan, which is anticipated to be adopted in the fall of 2024. The General Plan is the City's comprehensive, long-range planning and policy document that not only guides growth and change within Oceanside, but also preserves and protects the unique qualities that the community values most. The General Plan goals and policies serve as a guide for future development and desired conditions in support of the City's overall vision.

  The adopted General Plan is organized by elements. Each element includes an introduction to describe the element and its organization. Goals and policies are organized by topic areas specific to each element. The General Plan contains the following 10 elements:

  - Land Use;
  - Circulation;
  - Recreational Trails;
  - Housing;
  - Environmental Resource Management;
  - Community Facilities;
  - Public Safety;
  - Noise;
  - Hazardous Waste Management; and
  - Military Reservation.

- *Oceanside Municipal Code* (current through Ordinance 22-OR0062-1 and the January 2022 code supplement). The *Oceanside Municipal Code* (Municipal Code) consists of all the regulatory and penal ordinances and administrative ordinances of the City of Oceanside. The Municipal Code is one of the City's primary tools to implement control of land uses, in accordance with General Plan goals and policies.

- *City of Oceanside Comprehensive Zoning Ordinance*. The broad purposes of the *City of Oceanside Comprehensive Zoning Ordinance* (Zoning Ordinance) are to protect and promote the public health, safety, and general welfare, and to implement the policies of the City of Oceanside General Plan, as provided in the California Government Code, Title 7, Chapters 3 and 4 and in the California Constitution, Article 11, Section 7. The Downtown and Coastal Zoning Ordinances have been consolidated into one ordinance.

- *City of Oceanside Local Coastal Program*. Portions of the City are located within the coastal zone, the area designated by the State for special protections under the Coastal Act. The City has adopted a Local Coastal Program (LCP) to regulate development within the coastal zone and

identify the long-range planning vision for the City's coastal areas. The current LCP was certified by the California Coastal Commission in 1986. The City is currently in the process of updating the LCP, focusing on coastal hazards and adaptation. These changes to the LCP are not expected to have an effect on the City's ability to meet its Regional Housing Needs Allocation (RHNA) needs.

- *Coast Highway Vision and Strategic Plan*. The *Coast Highway Vision and Strategic Plan* (CHVSP) was adopted by the City Council on April 15, 2009. The CHSVP is an advisory document that provides guidance for revitalization of the Coast Highway Corridor. It envisions the Oceanside Transit Center as a transit-oriented development that becomes an extension of the downtown business area.

3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

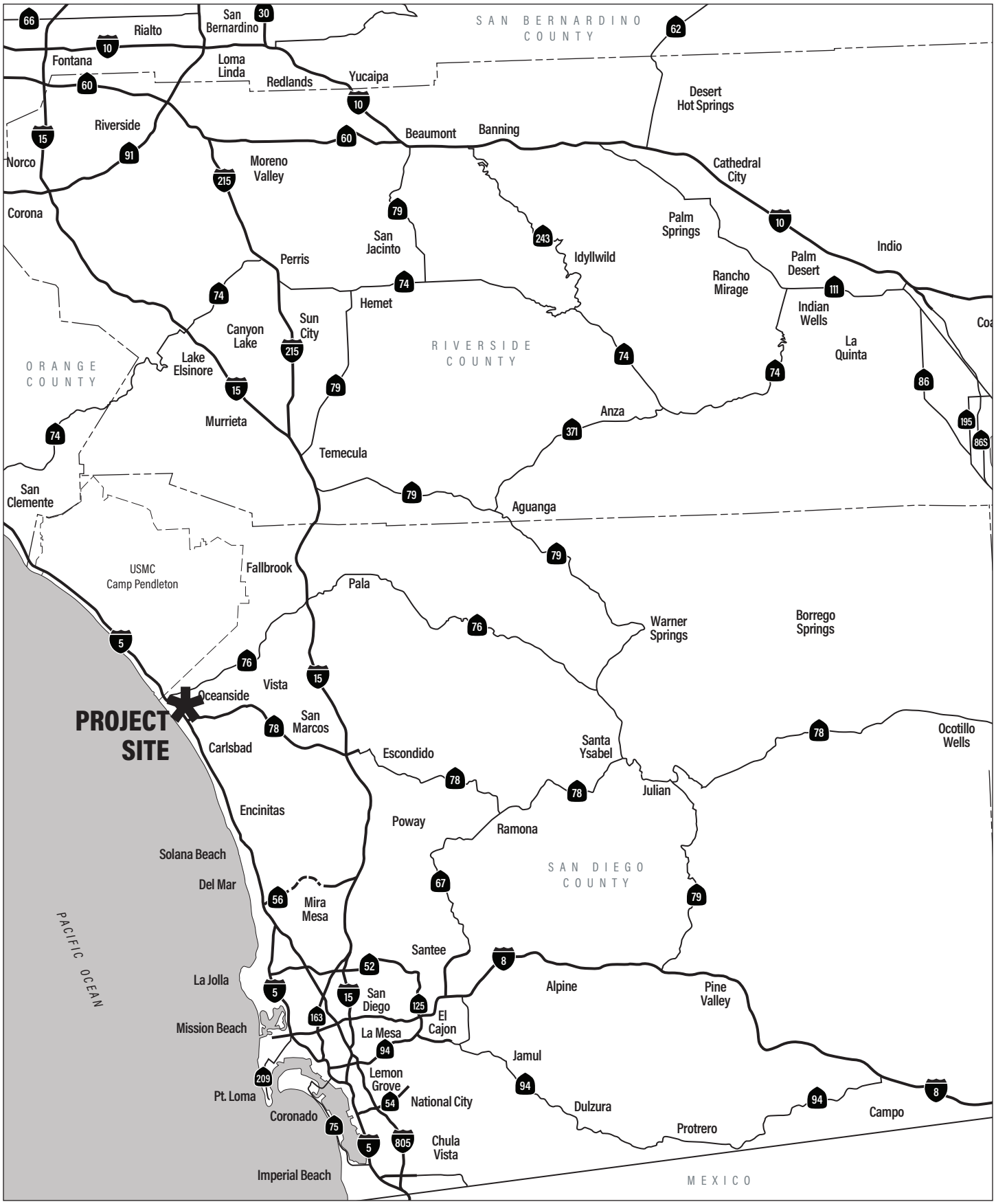
The City of Oceanside (City) is located in the northern portion of San Diego County, just south of Orange County; refer to Exhibit 3-1, *Regional Vicinity*. This coastal community is a popular tourist destination owing to its harbor, beaches, and various attractions located along approximately four miles of the Pacific Ocean. Surrounding areas include Marine Corps Base Camp Pendleton to the north, the City of Vista to the east, the City of Carlsbad to the south, and the Pacific Ocean to the west.

The proposed Oceanside Transit Center Redevelopment (project) site is located at the existing North County Transit District's (NCTD's) Oceanside Transit Center (transit center) at 235 South Tremont Street, in the southeastern portion of the City within the downtown core; refer to Exhibit 3-2, *Site Vicinity*. The project site is approximately 10.15 acres, situated at Assessor's Parcel Numbers (APNs) 150-046-17-00, -046-01-00 through -046-08-00, -043-01-00 through -043-04-00, -043-05-00, and -043-06-00. The project site is surrounded by a mix of commercial, retail, and residential land uses, with mixed-use, hospitality, and commercial retail and entertainment uses (including the Regal Oceanside Cinema) to the north, low-density residential and commercial uses to the east, low-to-moderate density residential uses to the south, and the Amtrak Pacific Surfliner rail line right-of-way and residential uses to the west. The project site is bounded by railroad right-of-way to the west, Seagaze Drive to the north, South Tremont Street to the east, and Missouri Avenue to the south. Local access is provided via Seagaze Drive, South Tremont Street, and Missouri Avenue. Regional access to the site is provided via Interstate 5 (I-5), Mission Avenue, and Coast Highway.

3.2 ENVIRONMENTAL SETTING

The site is located within the Peninsular Ranges Geomorphic Province of California, which stretches from the Los Angeles basin to the tip of Baja California in Mexico. This province is characterized as a series of northwest-trending mountain ranges separated by subparallel fault zones, and a coastal plain of subdued landforms; the project site is located within the coastal plain portion of the province. The site slopes from northeast to southwest. Elevations across the project site range from about 63 feet mean sea level (msl) at the northeast point of the northernmost parking lot to about 43 feet msl in the southwest corner of the site.

The project site is currently developed with the NCTD transit center, consisting of train platforms, NCTD satellite offices, and two public surface parking lots (560 spaces) that primarily serve weekday commuters and weekend beachgoers. Existing service at the transit center includes the NCTD COASTER, NCTD SPRINTER, Metrolink, Burlington Northern and Santa Fe (BNSF), and Amtrak Pacific Surfliner transit (rail) routes, NCTD LIFT Americans with Disabilities Act (ADA) Paratransit Service, as well as bus route service. A subterranean pedestrian tunnel under the railroad right-of-way accommodates pedestrian connectivity from the train platforms to Tyson Street to the south. Bus access is accommodated at existing driveways at Seagaze, South Tremont Street, and West Topeka Street. Vehicle ingress/egress to surface parking lots is accessed via driveways along South Tremont Street and



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ENVIRONMENTAL IMPACT REPORT

Regional Vicinity

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Exhibit 3-1



Source: Google Earth Pro, March 2024

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OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

Site Vicinity

Exhibit 3-2

Cleveland Street. Existing on-site ornamental landscaping includes perimeter landscaping, landscaping around on-site structures, as well as parking lot landscaping.

The existing NCTD transit center functions as a major regional transit hub, providing a unique combination of rail and bus service that affords convenient connections throughout Southern California. As previously mentioned, rail travel is provided by Amtrak and various commuter rail services; the NCTD transit center is the northern terminus of the Coaster, the western terminus of the Sprinter, and southern terminus of Metrolink services. The rail line also supports BNSF freight rail services. The San Diego and Irvine Stations may be reached in approximately one hour, and Union Station in downtown Los Angeles is about two hours distance. Bus service is provided by Greyhound, NCTD, and local commuter bus services.

GENERAL PLAN DESIGNATION AND ZONING

Based on the *Oceanside General Plan* (General Plan), multiple land use designations apply to the property, including Downtown (DT), Coastal Transportation and Utility (C-TU), Coastal Residential High Density (C-RH), and Coastal General Commercial (C-GC); refer to Exhibit 3-3, *Existing and Proposed General Plan Designations*. Based on the *City of Oceanside Zoning Map* (Zoning Map), the project site is divided into several zones; refer to Exhibit 3-4, *Existing and Proposed Zoning*. That portion of the site generally west of Cleveland Street falls within the Downtown District: Public Transportation and Railroad (District D-14) and High Density Residential (District D-5). The remainder of the site is zoned Public Utility and Transportation (PUT), Office Professional, Coastal (OP), and Medium Density Residential, Coastal (R-3).

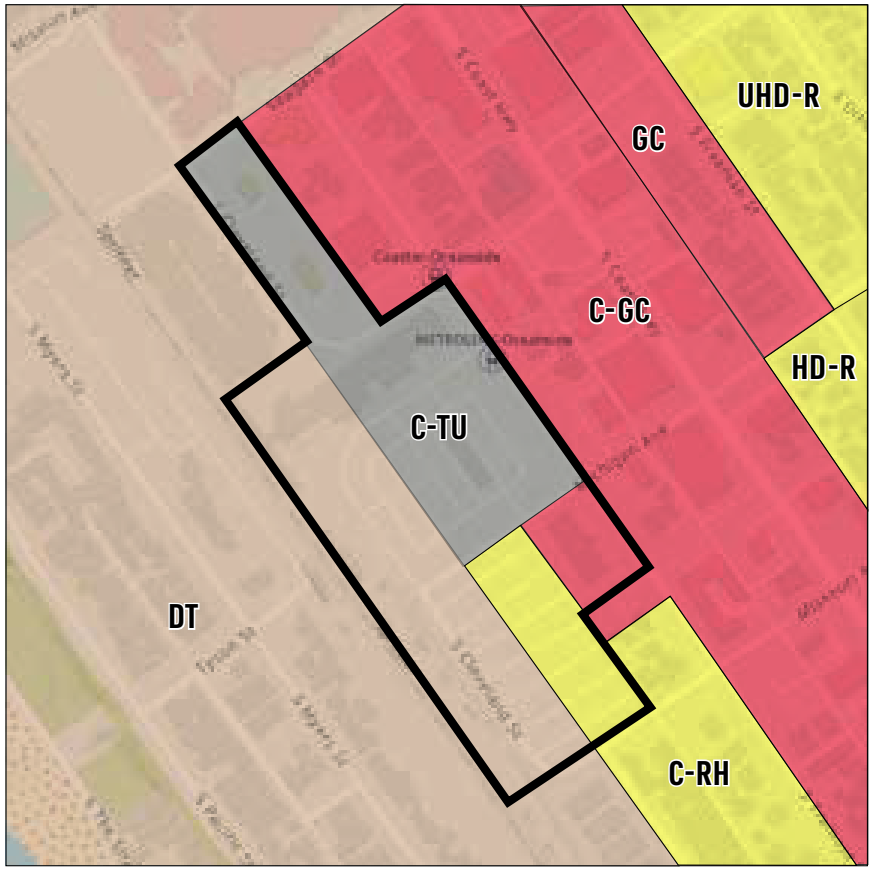
The project site is also within the Local Coastal Program (LCP) and *Coast Highway Vision and Strategic Plan* (CHVSP). An LCP is defined by the California Coastal Commission (CCC) and regulates development within the City's Coastal Zone. The CHSVP is an advisory document that provides guidance for revitalization of the Coast Highway Corridor. It envisions the transit center as a transit-oriented development that becomes an extension of the downtown business area. The plan depicts this catalytic site as in-fill mixed use that incorporates a town square and transit facilities and reconnects Cleveland Street.

SURROUNDING LAND USES

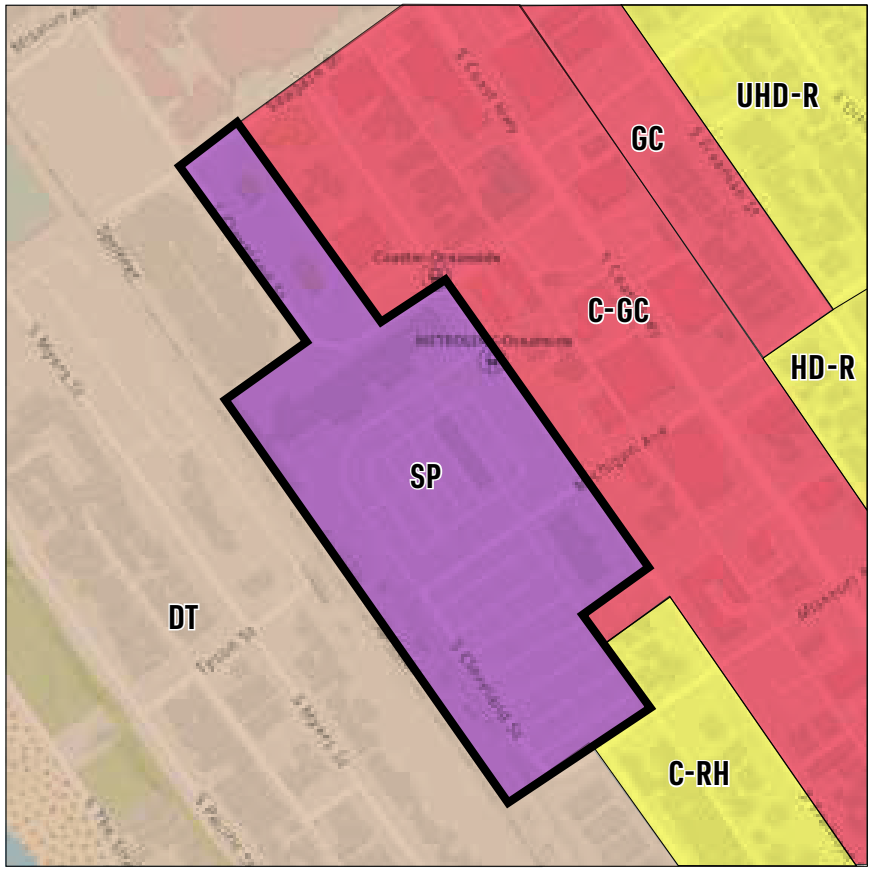
Surrounding land uses include a mix of commercial and residential uses, which are further described as follows:

- *North:* Seagaze Drive bounds the project site to the north. Further north is a mixed-use building with a restaurant (Domino's Pizza) and parking garage on the ground floor and residential units on the upper stories. These parcels are designated DT and zoned Subdistrict D-1 Mixed Use (Commercial/Residential/Professional).

- *East:* Institutional (i.e., Grace Christian Center), single-family residential, commercial uses, and surface parking are present to the east. South Tremont Street bounds the central portion of the project site to the east. These parcels are designated C-GC and C-RH and zoned OP, General Commercial (C2) (Coastal), and R-3.



LAND USE MAP - EXISTING PLAN



LAND USE MAP - PROPOSED

Source: City of Oceanside General Plan

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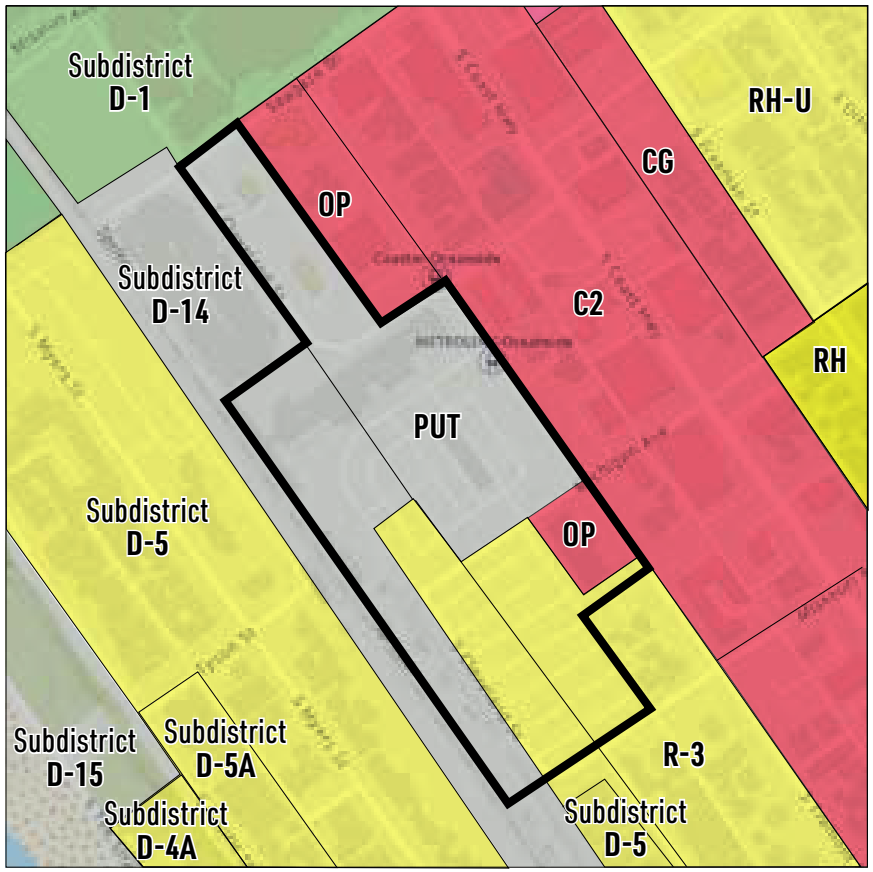
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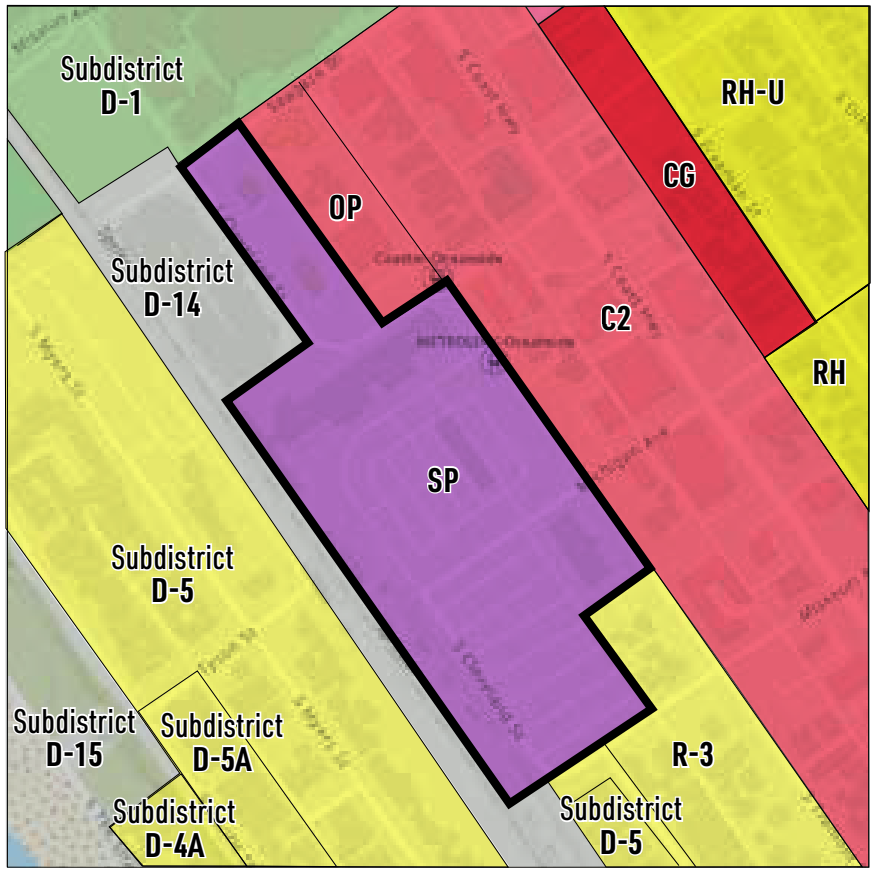
OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

Existing and Proposed General Plan Designations

Exhibit 3-3



ZONING MAP - EXISTING PLAN



ZONING MAP - PROPOSED

Source: City of Oceanside Zoning Map

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OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

Existing and Proposed Zoning

Exhibit 3-4

- *South*: Missouri Avenue bounds the project site to the south. Commercial uses (i.e., American Import Auto Group, Huey Surfboards) and a mix of single and multi-family residences are further south. These parcels are designated C-RH and DT, are zoned R-3 and Subdistrict D-5.

- *West:* Railroad right-of-way bounds the project site to the west. Public surface parking lots and single-family residential uses are present further west. These parcels are designated DT and zoned Subdistrict D-14 and Subdistrict D-5.

3.3 PROJECT BACKGROUND AND HISTORY

The project site occupies a high-profile location at the heart of Oceanside. Oceanside is the third largest city in San Diego County with a population of approximately 176,500. It is a popular tourist destination owing to its harbor, beaches, and various attractions, including Mission San Luis Rey, California Surf Museum, and Oceanside Art Museum. Locational advantages of the project site include its position roughly three blocks east of The Strand and Oceanside City Beach, and one block south of Mission Avenue which functions as the City's downtown core. Farther to the north are other nearby attractions, including the Municipal Pier, Oceanside Harbor, and Marine Corps Base Camp Pendleton.

The City's economic development strategy is to build a broad-based economy that features significant public sector employment, while strengthening its presence in a wide range of economic sectors such as healthcare, biotechnology, information and communications technology, sports and active lifestyle products, hospitality, and agriculture. Key to the City's economic development strategy is the provision of a diverse supply of quality housing that meets anticipated population growth. The San Diego Association of Governments (SANDAG) projects a growth in population to about 183,500 through 2025, as well as a significant increase in employment through 2035. Accordingly, the Regional Housing Needs Assessment (RHNA) allocates the City 5,443 dwelling units across various income levels for the next housing cycle (2021-2029). The City is expected to meet its obligation by focusing housing development in smart growth opportunity areas, particularly transit-oriented sites and major commercial corridors.

NCTD issued a Request for Proposal (RFP) on January 6, 2020 for the redevelopment of the Oceanside Transit Center property as a mixed-use mobility hub to accommodate the needs of NCTD, the community, the development, future transit riders, and public visitors to the area. On September 17, 2020, the NCTD Board of Directors approved the Source Selection Committee recommendation to select Toll Brothers, Inc. as the highest ranked proposer for the Oceanside Transit Center Redevelopment project pursuant to the RFP. The NCTD Board of Directors authorized the Executive Director to enter into the appropriate Agreements with Toll Brothers, Inc. to redevelop the property into a mixed-use transit-oriented development that includes commercial and residential uses, while also improving on-site intermodal connectivity serving the existing on-site transit center, which is the subject of this EIR.

The proposed Specific Plan for the project site has been prepared pursuant to Section 65450 et seq. of the State of California Government Code which sets forth minimum requirements for a Specific Plan, including provisions for a land use plan, infrastructure plan, and inclusion of criteria and standards for development. The Specific Plan for the project site has been drafted to meet the intent

and requirements of the California Government Code and the City of Oceanside's Zoning Ordinance. It customizes the development standards and regulations to achieve the desired vision for the project site.

The existing land use designations of the project site do not accommodate the proposed project and a General Plan Amendment would be required to establish the appropriate land use designation of Specific Plan (SP) across the project site. Additionally, the existing zoning of the project site does not support the proposed project; as such, a Zone Amendment would be required to designate the site as Specific Plan (SP) to achieve consistent zoning across the site that would support the envisioned project. The Specific Plan for the project site would serve as the regulating document, including applicable land use regulations, development standards, and design guidelines. As previously mentioned, the project site is within the LCP; Local Coastal Program Amendment (LCPA) would be required due to the proposed changes in underlying land use designation and zoning for the project site. These changes would support development that further revitalizes the coastal area and fosters coastal tourism. The proposed development is consistent with the CHVSP, except that it alters the program mix based on more current and targeted market analysis, by reducing the retail and commercial component and incorporating a hotel and additional residential density.

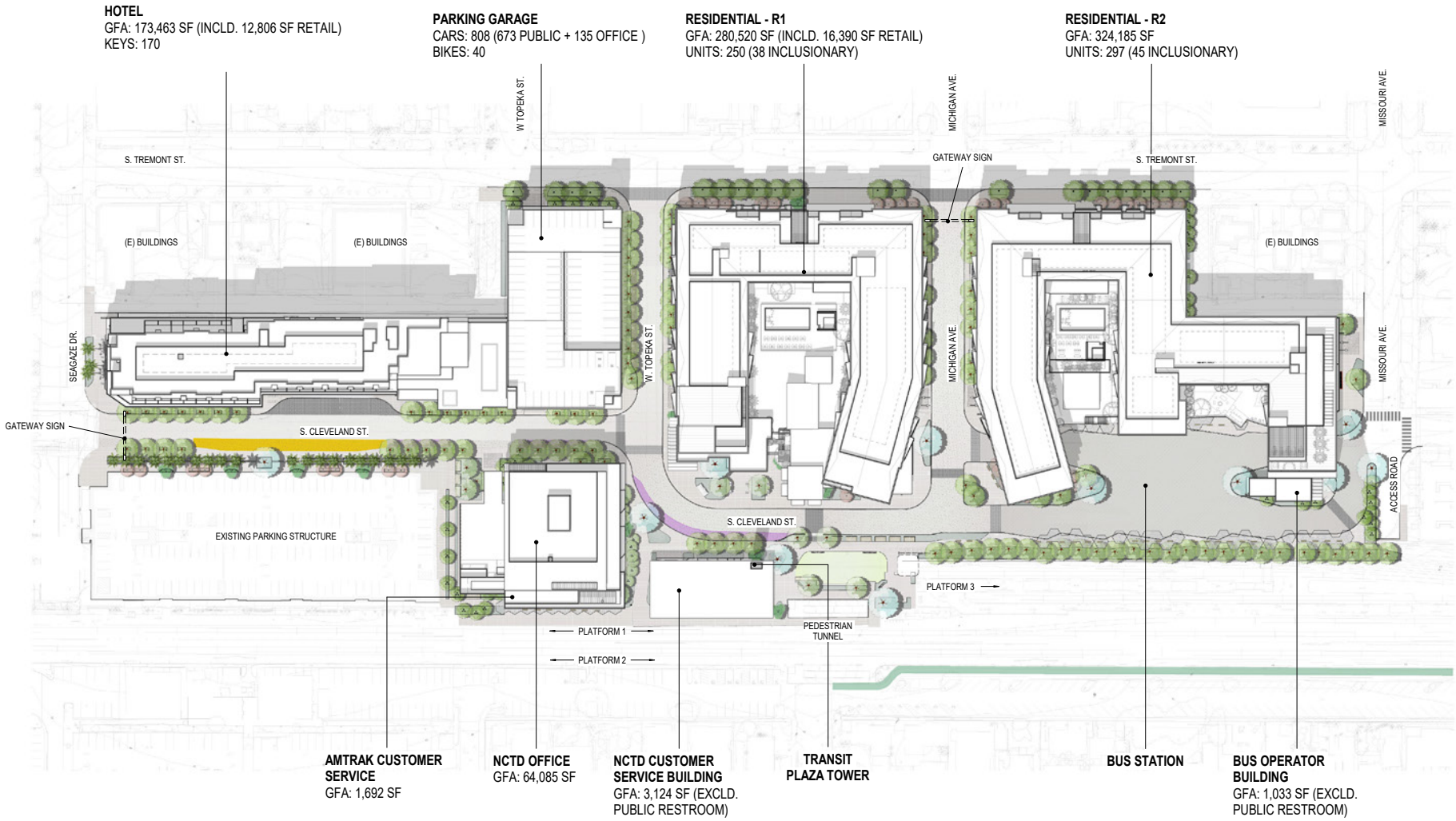
Redevelopment of the existing NCTD transit center would extend and further activate the City's downtown core and reinforce transit ridership, including parking that would serve the transit center and support the various land uses and public amenities that are intended to enliven and enrich the project and serve the community. The proposed project would also help the City meet its housing obligations by adding new residential units.

3.4 PROJECT CHARACTERISTICS

The project proposal includes a General Plan Amendment (GPA), Zone Amendment (ZA), approval of a Specific Plan (Oceanside Transit Center [OTC] Specific Plan), Local Coastal Program Amendment (LCPA), Regular Coastal Development Permit (RC), Development Plan, and Vesting Tentative Tract Map to allow the demolition of existing structures and construction of a mixed-use transit-oriented community with office, retail, hotel, transit, community facilities, and multi-family residential uses, as well as public and private open space and associated parking and landscaping; refer to Exhibit 3-5, *Overall Site Plan*.

The project would construct up to 852,434 gross square feet of development, with an additional 297,673 gross square feet devoted to above-grade parking and 454,276 gross square feet for below-grade parking, supplying up to 1,868 parking stalls. On-site development would include the following:

- Two mixed-use buildings to accommodate a total of 588,322 square feet of residential use, including 547 new residential apartment units. Market rate and affordable units would range in size from studios to 3 bedrooms, with resident-focused amenities to include generous courtyards and upper floor decks. Fifteen percent of the apartments (approximately 82 units) would be designated as affordable units. Pursuant to the requirements of the City of Oceanside's Inclusionary Housing Ordinance (Chapter 14C of



Source: CallisonRTKL Inc., April 2024

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OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

Overall Site Plan

Exhibit 3-5

the Municipal Code) that specifies at least ten (10) percent of units shall be reserved for low-income residents as defined by the ordinance. As such, the project would designate 55 units for low-income residents pursuant to the Municipal Code. The remaining 27 affordable housing units would be reserved for moderate-income residents.

- A 160,656-square foot, 170-room boutique hotel that would incorporate amenity decks, including a pool deck, as well as private balconies with ocean views for west-facing guestrooms;

- A modern 64,085-square foot NCTD Headquarters building, replacing the general administration offices located at 810 South Mission Avenue and the NCTD offices currently located on the project site. The new building would allow for consolidation of NCTD facilities and operations, while on-site placement of the building would afford the NCTD direct oversight of the station operations;

- A series of transit improvements, in addition to the NCTD Headquarters building, would enhance the user experience, increase transit use, and emphasize improved intermodal connectivity. These improvements would include a 7,427-square-foot modern intermodal transportation center, comprised of a 3,124-square-foot NCTD Customer Service Building, 1,692-square-foot Amtrak Customer Service Center located within the NCTD Headquarters building envelope, 1,033-square-foot Bus Operator Building, as well as safe and efficient bus circulation improvements, 12 commuter bus stalls and bus layover space, and public restrooms. Moreover, transit facilities and improvements would be located to better facilitate the transfer between bus and train services;

- Commercial/retail and food and beverage services, totaling 29,196 square feet, would allow for uses such as an art studio, bar and cocktail lounge, brewery/winery, convenience market, restaurants, health club and spa, and commercial recreation and entertainment;

- Proposed parking facilities, up to 1,868 parking stalls for public and private use, would provide replacement parking for the two public parking lots currently serving weekday commuters, as well as sufficient parking to meet the needs of all other uses and activities on-site. The above grade garage would provide the majority of the public parking. To the extent feasible, shared parking would be promoted to reduce the overall parking requirement and support the project's transit orientation. Additionally, the project would provide secured bicycle parking facilities; and

- A proposed public Station Plaza would function as the active hub of the project, providing convenience and comfort for waiting transit riders and commuters, while also accommodating various community-based events of modest scale, such as seasonal events, passive art installations and street musician performances, subject to the terms and conditions as stated in NCTD Ordinance 3, Section 2.6, *Commercial Activities, Solicitation, and Expressive Activities*. The plaza would feature a high level of amenities, including patterned hardscape, native landscape materials, decorative lighting, seating areas, and public art. Moreover, various streetscape enhancements and pedestrian amenities would promote walkability and improve pedestrian connections.

OCEANSIDE TRANSIT CENTER SPECIFIC PLAN

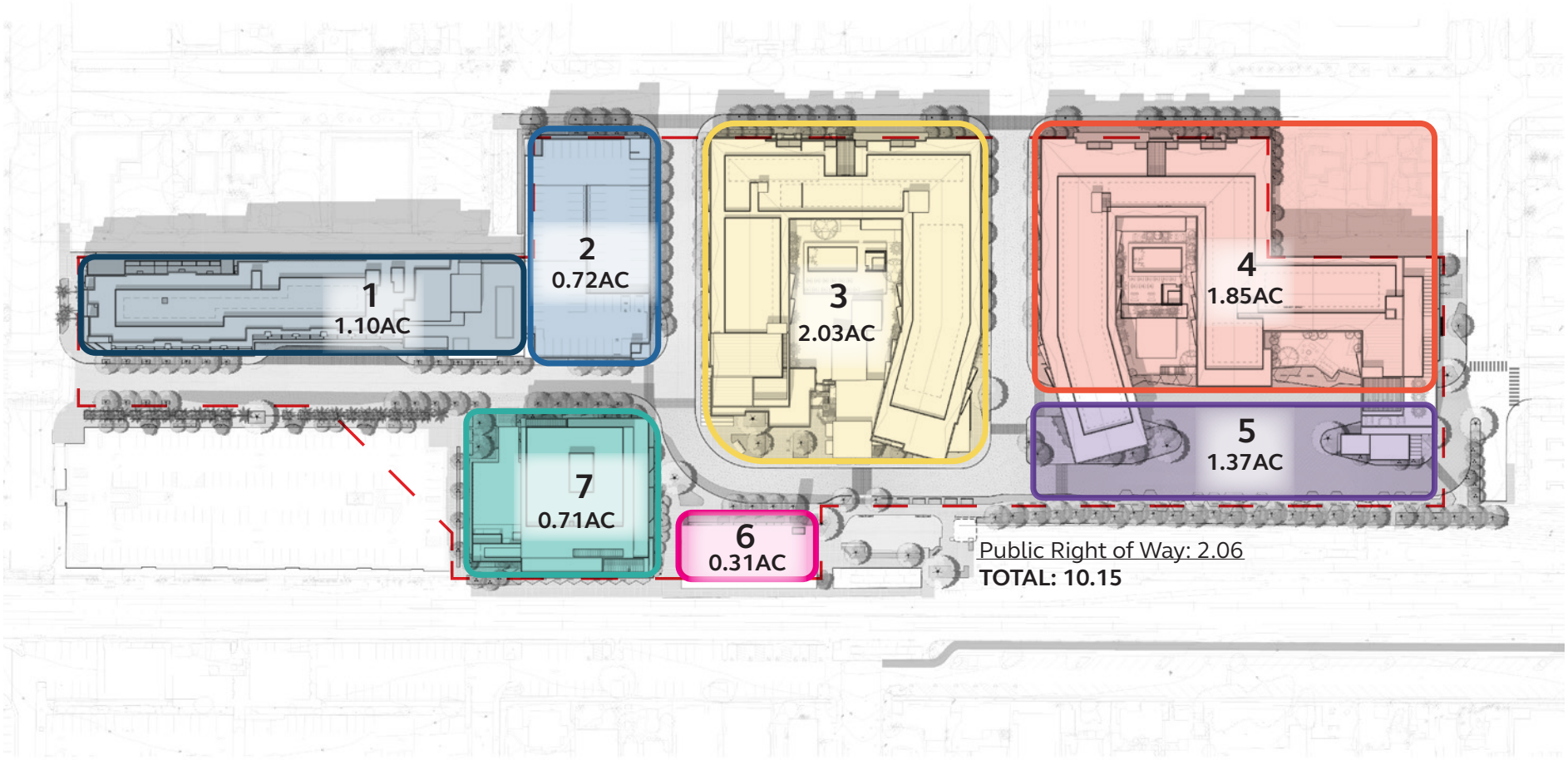
The Specific Plan is intended as a regulatory tool used to implement the City's General Plan and direct development within a defined geographic area. While the General Plan is the primary vehicle to guide city-wide growth and development, the Specific Plan customizes the development goals and objectives, as well as the land use regulations for a defined area, consistent with the City's vision for the property, the surrounding context, and the distinct characteristics of the property.

The Specific Plan designation supports the mixture of uses and density of residential living that are critical to achieving the vision of a model transit-oriented development that extends the activity of downtown and promotes ongoing revitalization of the coastal area. The Specific Plan would serve both planning and regulatory functions including land use regulations, circulation patterns, public facilities/infrastructure, and development standards. All future development within the Specific Plan area would be subject to compliance with the Specific Plan regulations, as well as other applicable City regulations.

Land Use Plan

The land use framework supports transit-oriented development, recognizing the site's function as a regional transit hub, and emphasizing mixed-use development that incorporates a significant residential component to promote transit ridership. Land use distribution and programming respond to site adjacencies, with commercial functions located toward the north in proximity to the downtown core, and an emphasis on residential use occupying the southern portion of the site in response to nearby residences. For phasing and programming purposes, the project has divided the site into three private and four public blocks as follows (refer to Exhibit 3-6, *Development Parcels*, and Exhibit 3-7, *Land Use Framework Plan*):

- Block 1 – Hotel/Hospitality (1.10 acres):
  - 170-room boutique hotel and amenities
  - 12,806 square feet of retail/food and beverage
  - Up to 177 above and below-grade parking stalls
- Block 2 – Parking (0.72 acre):
  - Up to 808-stall commercial, office, and commuter parking garage
- Block 3 – Mixed-Use/Residential (2.03 acres):
  - 250 residential apartment units and associated amenities
  - 16,390 square feet of retail/food and beverage
  - Up to 381 above and below-grade parking stalls



Source: Arcadis Inc., April 2024

Michael Baker INTERNATIONAL

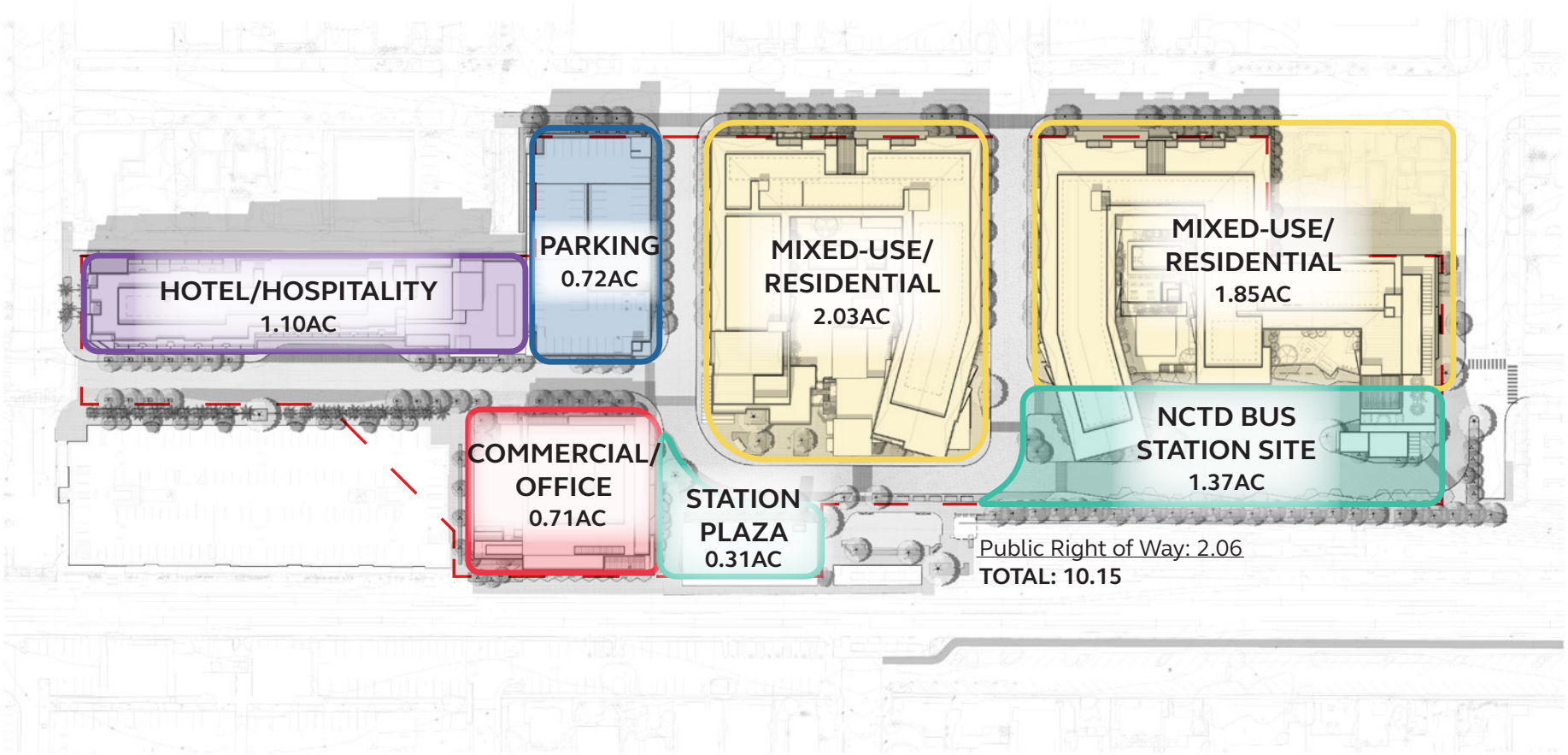
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OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

Development Parcels

Exhibit 3-6



Source: CallisonRTKL Inc., April 2024

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OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

Land Use Framework

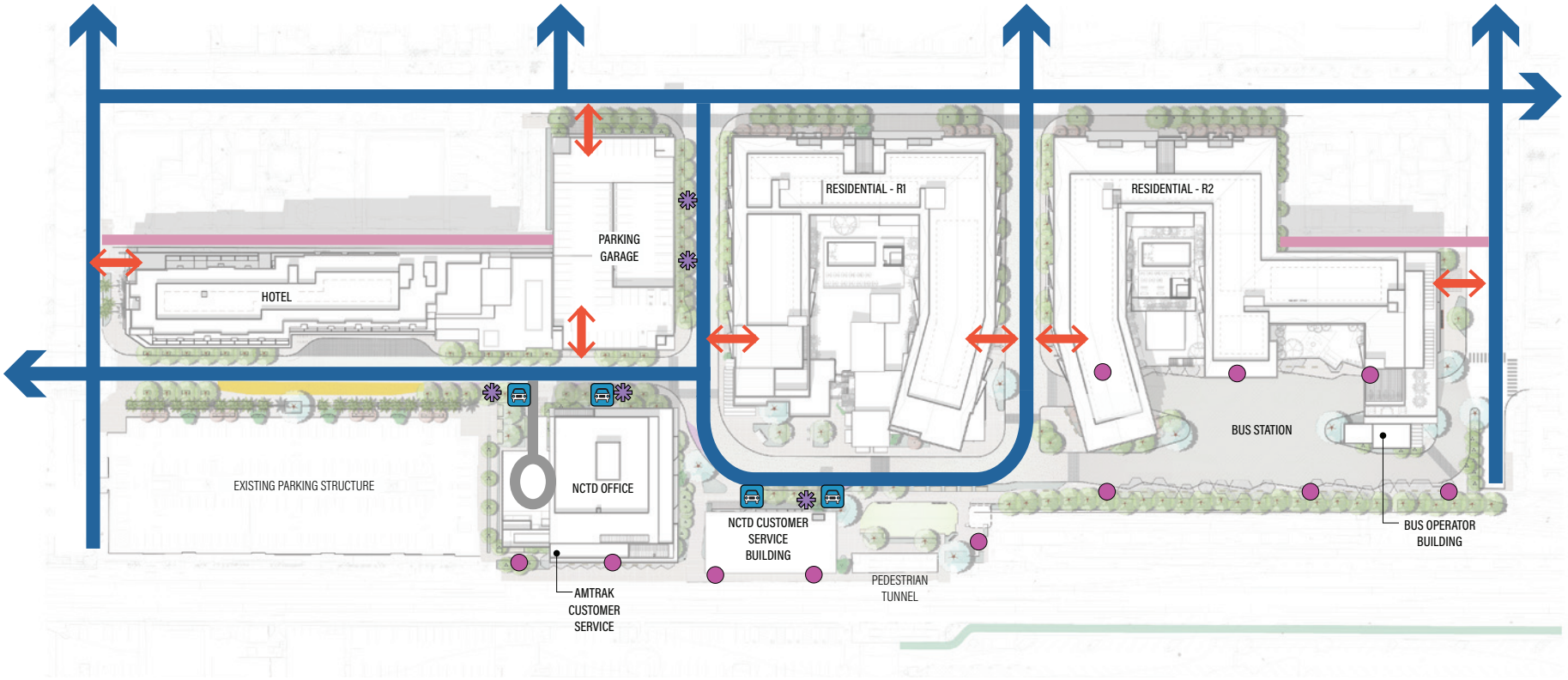
Exhibit 3-7

- Block 4 – Mixed-Use/Residential (1.85 acres):
  - 297 residential apartment units and associated amenities
  - Up to 409 above and below-grade parking stalls
- Block 5 – NCTD Bus Station Site (1.37 acres):
  - Bus station
  - 1,033-square foot Bus Operator Building
  - Public restrooms
- Block 6 – Station Plaza (0.31 acres)
  - 3,124-square foot NCTD Customer Service Building
  - Public restrooms
- Block 7 – Commercial/Office (0.71 acre)
  - 64,085-square foot NCTD Headquarters office building
  - 1,692-square foot Amtrak Customer Service Center
  - 93 below grade office parking stalls
- Approximately 2.06 acres would become dedicated public right-of-way.

Per the proposed Specific Plan, new buildings would not exceed six stories (90 feet maximum measured from existing grade) and the Floor Area Ratio (FAR) would not exceed 4.0 on any individual development block.

Circulation Plan

The circulation framework supports the land use concept in achieving a transit and pedestrian-oriented development. Transit improvements and enhancements to the pedestrian and bicycle networks are designed to increase transit ridership, especially through better commuter connections, promote walkability and livability, and improve the safety and convenience of on-site circulation. The circulation framework addresses proposed circulation routes and mobility hub improvements for transit, bicycle and pedestrian networks. Refer to Exhibit 3-8a, *Vehicular Circulation Framework Plan*, Exhibit 3-8b, *Bicycle Circulation Framework Plan*, and Exhibit 3-8c, *Pedestrian Circulation Framework Plan*.



Legend:

- Vehicular Circulation
- Vehicular Bldg Garage Entry/ Exit
- Alley
- Office Service Access
- On Demand Ride Share
- Enhanced Transit Waiting Area
- Passenger Loading Zone

Source: CallisonRTKL Inc., September 2024

Michael Baker INTERNATIONAL

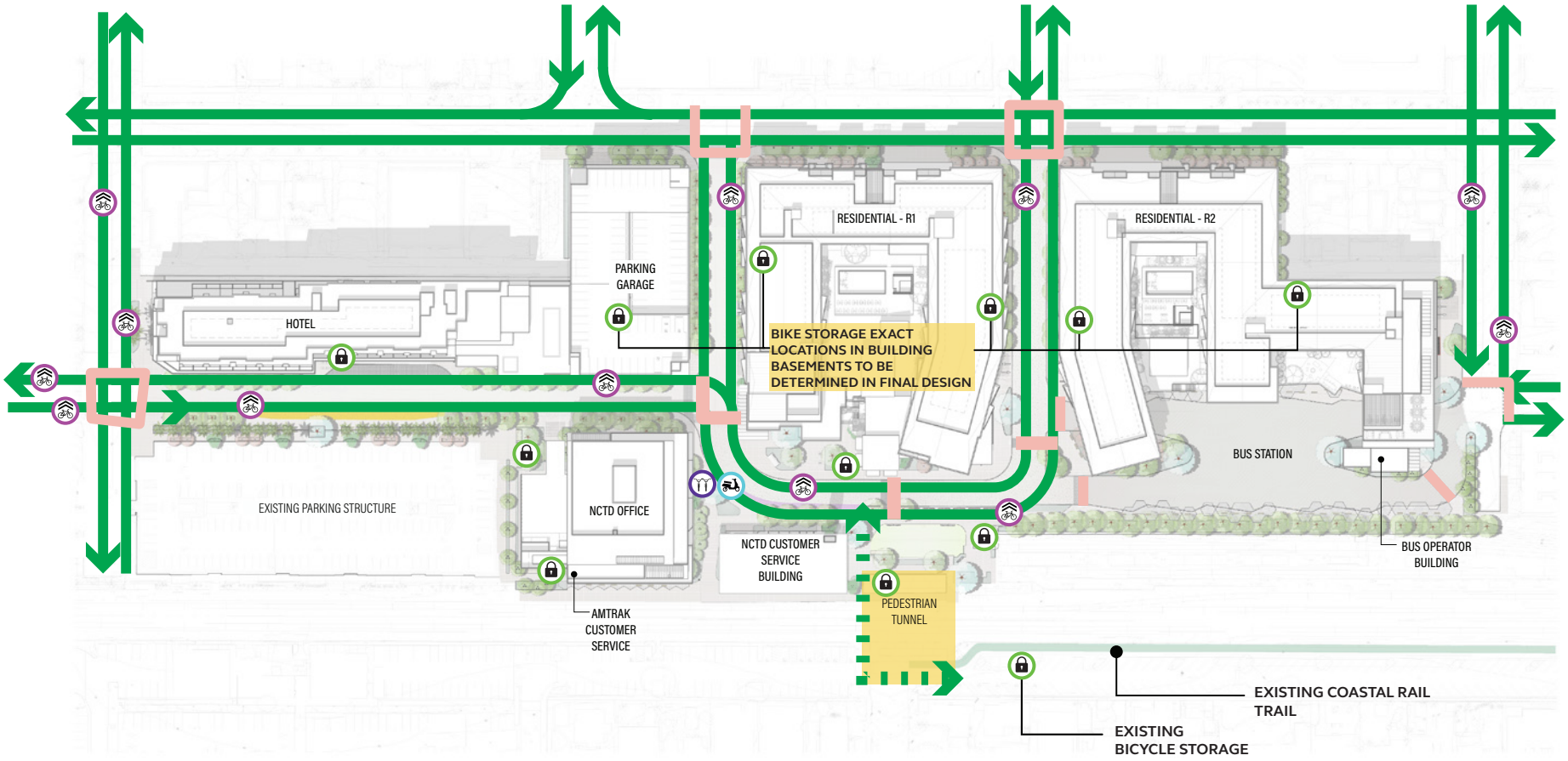
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OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

Vehicular Circulation Framework Plan

Exhibit 3-8a



Source: CallisonRTKL Inc., April 2024

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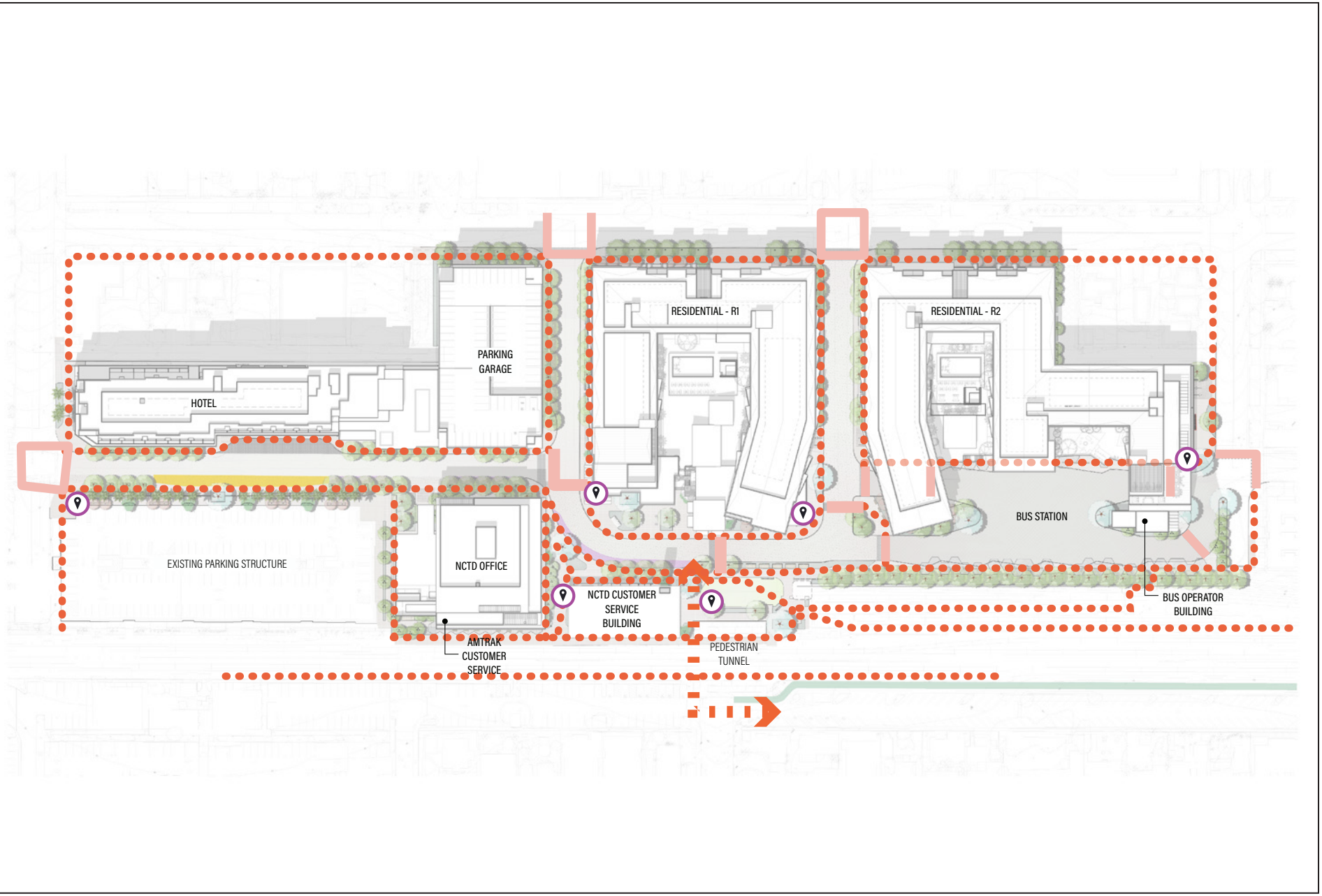
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OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

Bicycle Circulation Framework Plan

Exhibit 3-8b



Source: CallisonRTKL Inc., April 2024

OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

Pedestrian Circulation Framework Plan

Michael Baker INTERNATIONAL

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Exhibit 3-8c

Bus Transfer Center Relocation

In 2020, NCTD undertook a study to consider options to relocate the existing bus transfer center in order to increase ridership at the transit center (Final Project Study Report[1]). Based on the Final Project Study Report, the distance from the current bus transit station to the new SPRINTER/COASTER platforms requires an approximate 6 to 10 minute walk to connect between rail and bus modes. NCTD has found that at this distance and with the current bus and train schedules, patrons walking at a normal or comfortable pace have been missing their train connections because of the long distance and lack of a line of sight between modes. Patrons who are mobility impaired and/or traveling with young children may be at an even greater disadvantage for connecting between modes. The NCTD COASTER with its recently relocated train platform further south of the station has compounded this issue. A majority of bus commuters find themselves having to increase their walking speed or engage in running in order to make their train connection. An increased walking speed or running may increase the potential for tripping and increase both physical and emotional stress which decreases rider satisfaction. The primary purpose of the proposed bus transfer center relocation is to shorten the distance between the bus transit station and the Sprinter/Coaster platforms to help reduce walking times, so patrons can make their connections without having to increase their normal or comfortable walking speed or engage in running.

Based on the findings presented in the Final Project Study Report, NCTD proposes to relocate the bus transfer center to the corner of Cleveland Street and Michigan Avenue, providing proximity to both rail and bus boarding; refer to Exhibit 3-8a. The bus transfer center would be relocated from the current northern location (at Seagaze Drive) to the southern portion of the site (north of Missouri Avenue). Relocated bus transfer center improvements would include 12 commuter bus bays and layover space to accommodate approximately 6 additional buses. A new 1,033-square-foot Bus Operator Building and public restrooms would also be constructed. Emergency access would be provided from Tremont Street, Topeka Street, Michigan Avenue, Missouri Avenue, and Cleveland Street.

Street Alignment and Access

The proposed on-site roadway configurations are intended to minimize conflict between pedestrians and vehicles. Personal vehicles accessing the hotel, office building, and parking structure would be afforded ingress/egress from Seagaze Drive, South Tremont Street, and the new Cleveland alignment on-site; refer to Exhibit 3-8a. Parking garages for new apartment buildings would be accessed from Topeka Street, Michigan Avenue, and Missouri Avenue. Bus circulation would generally access the relocated bus transfer center from the proposed Cleveland corridor, which leads directly into the bus transfer area.

It is acknowledged that the project would be conditioned to include the following off-site improvements:

[1] North County Transit District, *Final Project Study Report Oceanside Transit Center Bus Bay Relocation (311 Seagaze Drive And 302 Missouri Avenue)*, dated September 28, 2020.

- Construct all-way stop at Tremont Street/New Topeka Street intersection with enhanced crosswalks;
- Construct enhanced crosswalks at Tremont Street/Michigan Avenue intersection; and
- Reconfigure Cleveland Street/Missouri Avenue intersection to an all-way stop.

Pedestrian/Bicyclist Circulation

The Specific Plan supports alternative modes of transportation and reduces the need for personal vehicle use by strengthening pedestrian and bicycle connectivity through the project site; refer to Exhibit 3-8b and Exhibit 3-8c. A strong north/south-oriented pedestrian connection through the site (realigned Cleveland Street) connects existing and future residents to the transit center and the downtown core. The project would also introduce active ground floor uses and streetscape amenities. Enhanced crosswalks would be constructed along Cleveland Street through the project site, including the intersection of Cleveland Street and Seagaze Drive; along Tremont Street at the intersections of Topeka Street and Michigan Avenue; and at the intersection of Cleveland Street and Missouri Avenue. Various mobility hub improvements would accommodate transit users, pedestrians, and bicyclists, and would include enhanced transit waiting areas and passenger loading, pedestrian walkways and crossings, bikeways, bicycle parking and bike share, dedicated transit ways, flexible curb space, and wayfinding.

Parking

Parking facilities are located and designed to provide convenient and safe parking for site occupants and visitors, including the parking structure that would serve the NCTD office employees and the public, as well as basement and lower-level parking serving the residents. The project provides parking sufficient to replace the existing public parking serving the transit center, as well as parking to meet the needs of the proposed land uses. A combination of subterranean and above-ground parking garages is employed to satisfy the total parking demand generated by development on-site. Shared parking and reduced parking ratios are encouraged in accordance with the mixed-use and transit orientation of the project; transit-oriented development reduces parking needs by promoting alternative modes of transportation. Additionally, parking facilities include assigned spaces for electric vehicles. Applicable standards are presented in Table 3-1, *Parking and Loading Standards*.

Table 3-1
Parking and Loading Standards

Standard	Requirement
Parking Ratios	
Residential[1]	• 1.0 space per studio dwelling unit • 1.25 spaces per 1-bedroom dwelling unit • 1.75 spaces per 2-bedroom dwelling unit • 2.0 spaces per 3-bedroom dwelling unit
Commercial	• Commercial – Retail: 2.5 spaces per 1,000 square feet • Commercial – Food and Beverage: 5.0 spaces per 1,000 square feet • Commercial & Government Office: 2.9 spaces per 1,000 square feet

Standard	Requirement
Hotel	• 0.8 spaces per hotel room • 10.0 spaces per 1,000 square feet of hotel meeting room space
Commuter Parking	560 replacement parking stalls for the Oceanside Transit Center shall be provided within the Specific Plan area
Parking Location	Required parking for uses on a given parcel may be provided on another parcel within the Specific Plan Area.
Parking Reduction	A reduction in parking may be approved by the City Planner for shared parking and inclusionary dwelling units, subject to the findings of a parking study.
Loading Requirements	• Hotel: 1 loading space per building primarily devoted to hotel use • Commercial & Government Office: 1 loading space per building primarily devoted to office • Commercial - Retail / Food and Beverage: none required; street loading permissible • Residential: none required; white curb loading permissible • Size: 10 feet x 20 feet with 10 feet vertical clearance
Electric Vehicle (EV) Parking	40% of required parking spaces shall be dedicated to EV parking / 25% of required EV spaces shall provide a charger.
Bicycle Parking	Bicycle parking shall be provided in the amount of 5% of the total parking requirement; required parking shall be for commercial use (non-public use).
Notes: [1] Residential ratios are inclusive of guest parking	

Urban Design Plan

The urban design framework reinforces the sense of place, relying on building intensity and mass to properly contain public outdoor space and frame exceptional ocean views, while responding to surrounding conditions with an appropriately scaled village concept that draws inspiration from the character and identity of the coastal environment. The public realm is of special importance, highlighted by enhanced streetscapes and the integration of accessible outdoor gathering space.

Buildings would be located and massed to contain public outdoor space and to especially create a consistent street edge. The design promotes street-level activation through integration of retail and community amenity space along Cleveland Street. Additionally, the main residential lobbies are located along Tremont Street and feature clearly marked entrances and transparent windows, while there are a select number of residential stoop units along the side streets. Neighborhood safety and security are enhanced through activated sidewalks and an "eyes on the street" approach that orients residential porches, balconies, and windows toward public and communal outdoor space. Streetscape and outdoor public spaces incorporate amenities that support pedestrian comfort and help enrich and activate these spaces, including canopy trees, site furnishings, and special paving.

The scale of development is intended to be compatible with the downtown environment and nearby development, with building heights not to exceed six (6) stories (up to 90 feet in height). The layout and design would incorporate proper transitions in scale to nearby residential development, including articulated building facades that break down the building mass. Such features as porches, balconies, and shading devices would further reduce scale and mass and communicate a residential character. The development plan takes advantage of the east-west topographic differential to provide a significant portion of the parking in subterranean facilities, thereby reducing the apparent scale and mass of buildings.

A consistent architectural language would be incorporated to ensure that buildings relate to one another yet accommodate variations according to building program and use. A modern design language is expressed in features such as clean lines and deep eaves and balconies, creating a dramatic play of light and shadow and accentuating the strong, horizontal line of the exterior building architecture. High quality materials and finishes would be used consistently, appropriate to the coastal setting and the overall character of the project. A sign program is included in Specific Plan Appendix A, offering more detailed location and design proposals for public signage, art, and environmental graphics, as well as tenant sign criteria.

Signage

The site and buildings located within the Specific Plan area would require a comprehensive program to ensure consistency throughout. Development of a comprehensive sign package would provide consistent design, materials, and finishes for all signage elements. These package(s) would include provisions for color, size, location, types of signs, lighting, and other safety and aesthetic considerations. All signs included in the package would conform to applicable Municipal Code regulations.

Gateway Marker

The project would have a gateway identification marker to mark the entry to the project site and provide recognition for the Oceanside Transit Center. The marker would be located at the southwest corner of Cleveland Street and Seagaze Avenue. The gateway identification marker would be a cantilevered pole type structural element with a foundation located in the proposed landscape planter on the west side of Cleveland Street, outside of the proposed public right-of-way. The cantilevered portion of the gateway identification marker structure would include a sign element extending over the roadway and public right-of-way. The sign element would be approximately 16 feet in height, with a projection of approximately 10 feet into the public right-of-way. Clearance to the bottom of the sign element would be designed to meet clearance regulations imposed by the City Engineer and California Department of Transportation (Caltrans) standards for vertical clearance on roadways.

Open Space Plan

The proposed Specific Plan includes an open space framework that encourages an outdoor lifestyle appropriate to a coastal environment, offering access to various public, communal, and private outdoor spaces and amenities. Collectively, this range of outdoor spaces would serve the broader community, on-site residents and employees, as well as commuters and visitors. Particular consideration is given to enhancing user enjoyment and enlivening the street environment.

Publicly Accessible Outdoor Space

The proposed Station Plaza would function as the active hub of the project. The plaza, situated to the south of the new NCTD Office Building, would be designed to accommodate a variety of modestly scaled community activities and events (e.g., seasonal events, passive art installations, and street musician performances), subject to the terms and conditions in the NCTD Ordinance 3, Section 2.6, *Commercial Activities, Solicitation, and Expressive Activities*. The Station Plaza incorporates canopy trees for

shade and an enhanced micro-climate, as well as unique shade structures with interspersed seating to accommodate commuters and other plaza users. Special paving within the Station Plaza establishes a decorative pattern, while planter areas and green spaces are designed to add visual appeal and accommodate flexible use. The sidewalk environment promotes safety, convenience, and activity through the introduction of sidewalk amenities, including street trees and street furnishing such as benches and lighting.

The Station Plaza would be connected to the proposed parking structure and platform areas via pedestrian pathways and designated bike routes. Public open space would include sidewalk amenities (i.e., street trees, benches, and lighting features). Design guidelines for outdoor public space encourage safety and surveillance, low maintenance/sustainable design, and low-impact design. Amenities would include site furnishings, including shade structures, seating, trash receptacles, and bicycle racks.

The project would provide lighting to both increase nighttime safety and security and enrich the outdoor setting. Energy efficient and decorative pedestrian-scaled light fixtures that are compatible with the overall landscape design would be utilized; special landscape lighting (e.g., twinkle lights) may also be considered. Exterior lighting fixtures would be compatible with building design and have a similar aesthetic, with emphasis on efficiency and light control, while ensuring direct glare does not spill onto adjacent properties and streets.

To facilitate visitor orientation and use, the project would include wayfinding signs and graphic elements as appropriate; signage and graphic elements would be consistent with an overall program of public signage for the project that would discourage visual clutter, flash, or movement.

Additionally, public art pieces and/or special landscape features within outdoor spaces would be included, especially at activity nodes or as focal points to enrich outdoor gathering spaces.

Private Outdoor Space and Amenities

The residentially focused buildings would incorporate amenity courtyards and roof deck space. The NCTD Headquarters office building would feature cascading roof decks and terraces at each above-ground level. The hotel would also incorporate amenity decks, including a pool deck, and private balconies.

Landscape Standards

The proposed landscape design standards would function and complement the architectural character proposed; refer to Exhibit 3-9, *Landscape Concept Plan*. The selected plant palette emphasizes native and drought tolerant species to reflect local character, promote sustainability, and minimize long-term site maintenance. Canopies are provided to shade the public plaza and train platform; additional shade structures and seating are provided with each bus bay. The landscape design mandates a 12 percent tree canopy for the site; the proposed site design anticipates 16 percent coverage. The City Ordinance also mandates that 22 percent of the surface area is constructed with a water permeable surface type to allow stormwater to naturally permeate in the site substrate. The proposed site design is for 22 percent permeable surface area.

Infrastructure and Public Services

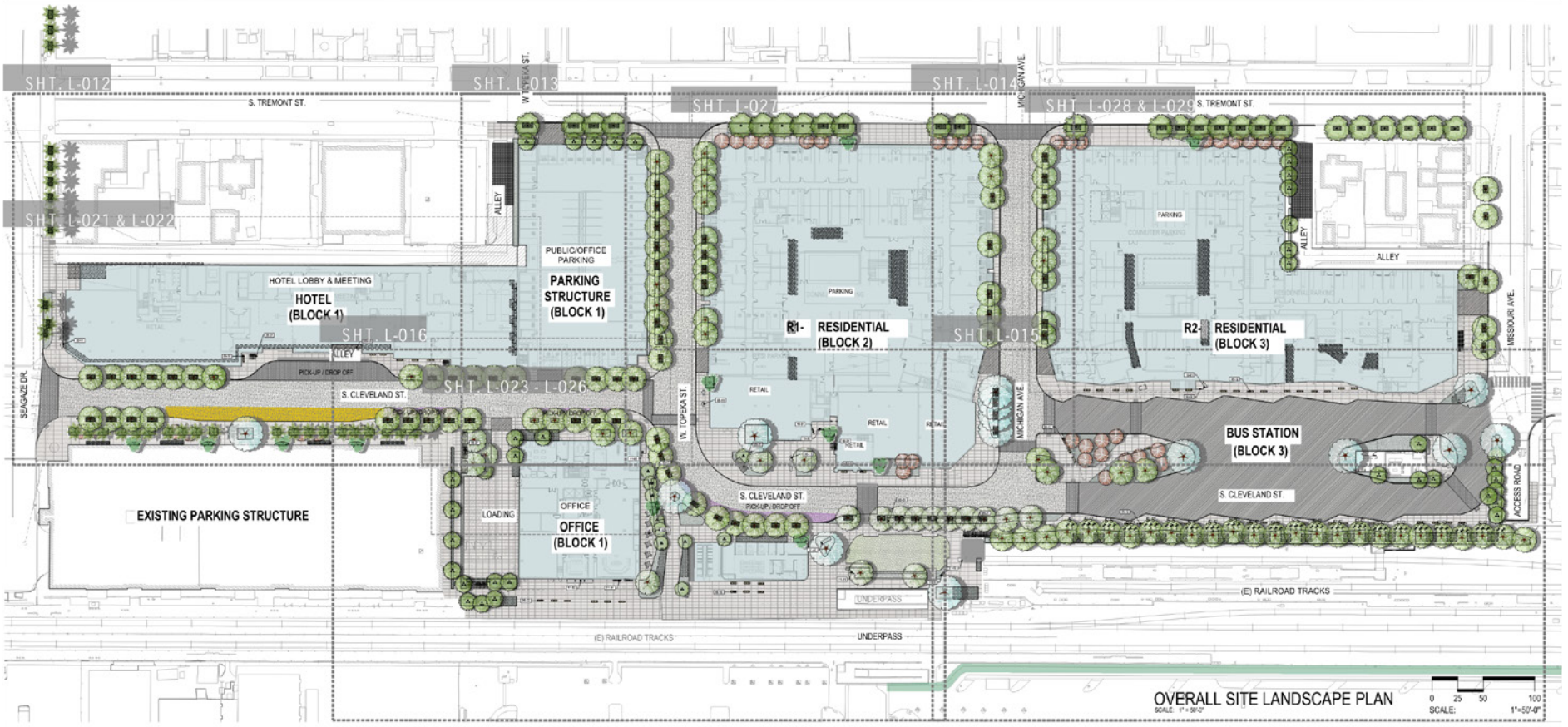
Development at the project site would require connections to existing infrastructure, including but not limited to, water, sewer, storm drains, and dry utilities, such as natural gas, electrical, and telecommunications. The following utilities and services would serve the proposed project:

Water

The City of Oceanside Water Utilities Department provides existing water service to the project site. Existing water connections for the project site include a connection to an existing 8-inch water pipeline in Seagaze Drive; a 10-inch water pipeline and an 8-inch water pipeline in Tremont Street; and a 6-inch water pipeline in Missouri Avenue. Development of the proposed project would replace existing on-site water infrastructure with a new system that would connect to the City's existing off-site water infrastructure. In addition, the project would upgrade one off-site water pipeline in Missouri Avenue from a 6-inch pipeline to an 8-inch pipeline, as well as an existing 6-inch water pipeline in the private alley, north of the proposed hotel, to an 8-inch water pipeline.

Sanitary Sewer

The City of Oceanside Water Utilities Department provides existing wastewater service to the project site. Existing sewer connections for the project site include a connection to an existing 10-inch sewer pipeline in Seagaze Drive and an 8-inch sewer pipeline in Missouri Avenue. Development of the proposed project would replace the existing on-site sewer pipeline system with a new system that would connect to the City's existing off-site wastewater infrastructure. New sewer pipelines on-site would be 8-inch pipelines connecting to the existing off-site infrastructure.



Source: CallisonRTKL Inc., September 2024

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OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

Landscape Concept Plan

Exhibit 3-9

Drainage

The project site currently drains off-site in three separate directions: to the north towards the intersection of Cleveland Street and Seagaze Drive; to the west to an existing pipe underneath the railroad that discharges into Myers Street via a curb outlet; and to the south to an existing box culvert that discharges into Cleveland Street at Missouri Avenue. The project would replace the existing on-site storm drain system with a new municipal storm drain system. The new storm drain system constructed for the project would respect the drainage boundaries, discharge points, and peak flow rates of the existing condition of the project site.

The north tributary area would connect to an existing 24-inch reinforced concrete pipe (RCP) municipal storm drain in Cleveland Street.

The central tributary area would connect to the existing 15-inch reinforced concrete pipe (RCP) pipe under the railroad track to the west. The project would utilize two underground detention chambers within the NCTD property to attenuate peak flow rates to not exceed the existing capacity conditions of the existing 15-inch RCP. In addition, the project would upgrade the existing drainage structure at Meyers Street to accommodate project flows, similar to existing conditions.

In the south tributary, a new municipal storm drain system would be constructed in Cleveland Street from Missouri Avenue to Wisconsin Avenue to convey flow from the project site, and public and private areas upstream of the project site. In the existing condition, stormwater flows in the south tributary are conveyed via Cleveland Street as surface discharge that flows to two existing catch basins at the Cleveland Street and Wisconsin Avenue intersection. Due to this existing condition, Cleveland Street experiences localized flooding conditions during heavy rainfall events. The project would construct a new 36-inch RCP underground municipal storm drain, approximately 1,400 feet in length, in Cleveland Street to the existing 42-inch RCP lateral at the Cleveland Street and Wisconsin Street. intersection. Refer to Exhibit 3-2 for the location of the new storm drain system in Cleveland Street. The new 36-inch RCP would be designed to convey the 100-year peak storm event to comply with the City's engineering design criteria. The new storm drain system in Cleveland Street would be constructed using conventional open trench construction to meet the City's construction standards for acceptance by the City of Oceanside for long-term maintenance. The new 36-inch RCP in Cleveland Street is a proposed project design feature that would provide public benefit to the area by significantly reducing flooding events by conveying the majority of peak storm event flows in an underground pipe. Additionally, the new 36-inch RCP storm drain in Cleveland Street would provide additional public benefit by providing a municipal storm drain that would reduce long-term maintenance of Cleveland Street without the damaging scour effects of surface street flow.

The project would be designed to comply with the City's water quality ordinance and model storm water management plan template and would incorporate low impact design (LID) best management practices (BMPs) to improve the quality of the stormwater discharged from the site. The project LID approach would use biofiltration BMPs incorporated into landscape areas adjacent to buildings and within the new transit plaza. Public streets would also use biofiltration BMPs installed within the street tree wells regularly spaced along all public streets.

Dry Utilities

San Diego Gas & Electric (SDG&E) provides existing electrical and natural gas services to the project site. One electrical transformer serving the transit center building would be removed, while the transformer serving the transit rail at the end of Michigan Avenue would be protected in place and the line serving this transformer would be relocated. Existing overhead lines along Michigan Avenue would be relocated or undergrounded; existing overhead lines along the private alley south of Michigan Avenue would remain and be protected in place. The proposed development would also connect to the existing overhead line along the east side of Tremont Street and the existing underground facilities in Seagaze Drive right-of-way.

The existing SDG&E natural gas pipeline within Michigan Avenue right-of-way serves the existing transit center building. The project would replace the existing on-site natural gas infrastructure. An existing natural gas line crossing the railroad tracks to the west would be relocated. The proposed development would connect to the existing natural gas pipelines along Tremont Street and Michigan Avenue.

AT&T and Cox Communication would provide telecommunication services. An existing AT&T line serves the project site and trends west, under the rail tracks in the same location as the SDG&E gas main. The AT&T line under the rail tracks would remain, while the portions of the line within the project site would need to be relocated to accommodate the new site improvements. Overhead lines along Michigan Avenue would either be relocated or undergrounded. All other lines are to remain; the proposed development would connect to the existing lines along Tremont Street, Michigan Avenue, and Topeka Street. Cox Communications has existing overhead lines along Michigan Avenue that would be relocated or undergrounded; all other existing lines would remain and be protected in place. Other existing fiber/communication lines serve the project site; however, a USA Mark Out would be required to verify these line locations and confirm the locations of the other dry utilities.

GENERAL PLAN AMENDMENT

To maintain consistency between the General Plan and the Specific Plan, a General Plan Amendment (GPA) is required to change the land use designation for the project site from various designations to Specific Plan (SP). The Downtown Advisory Committee and Planning Commission must review and recommend the GPA prior to final review and approval by the City Council.

ZONE CHANGE

A Zone Amendment (ZA) is required to change the zoning designation for the project site from various designations to Specific Plan (SP). The application for reclassification to a SP is required to be provided to the Downtown Advisory Committee and the Planning Commission prior to final review and approval by the City Council. The Specific Plan would serve as the regulating document, including applicable land use regulations, development standards, and design guidelines.

DEVELOPMENT PLAN

A Development Plan would be processed concurrently with the ZA and Specific Plan, and in accordance with the processes and procedures as described in Article 43 of the Zoning Ordinance. The Development Plan would be required to be reviewed by the Planning Division and other appropriate City departments, with final review and approval by the Planning Commission; the Planning Commission has authority to impose conditions of approval on the Development Plan. The intent is to ensure architectural compliance with City ordinances, and to ensure that the proposal does not create public service and facility demands that exceed the capacity of existing and planned infrastructure.

LOCAL COASTAL PLAN AMENDMENT

The site lies within the Coastal Zone, and therefore, adoption of the Specific Plan and GPA requires a concurrent LCPA. The LCPA would require approval by the City Council, with subsequent review and certification by the California Coastal Commission. City review of the LCPA is subject to additional noticing and processing requirements as set forth in Section 4509 of the Zoning Ordinance.

REGULAR COASTAL DEVELOPMENT PERMIT

The proposed project would require a RC due to its location in the Coastal Zone. A RC (per the City's Coastal Permit Handbook) would be required to be processed concurrently with all other required approvals, although issuance of the RC is subject to the Coastal Commission's certification of the corresponding LCPA. To approve the RC, the City must find that the project is in conformance with the LCP and its policies.

VESTING TENTATIVE TRACT MAP

A subdivision map would be required to be processed through tentative and final maps to create at least eight (8) parcels, the proposed seven development parcels and the existing parking structure, consistent with the proposed Development Plan. The Tentative Map would be required to be processed concurrently with the Development Plan entitlement applications, with review and approval by the Planning Commission and City Council. The Final Map would be reviewed by staff concurrent with review of construction drawings for consistency with the approved Tentative Map and corresponding conditions of approval. Once the technical review of the Final Map is complete, staff would recommend City Council to provide the final approval of the map for recordation.

3.5 CONSTRUCTION AND PHASING

It is anticipated that the proposed project would be constructed in two phases with an estimated time frame of about seven years from entitlement through final delivery. Phasing of the development has been structured to ensure that operations of the transit facilities are not interrupted during construction of the project, including regular operation of on-site train and bus stops.

PHASE 1

During the initial phase of development, all existing uses on all blocks, except Block 4, would be demolished. New construction would involve the boutique hotel and related amenities on Block 1; the NCTD Headquarters on Block 7; the public parking structure on Block 2; the residential apartment building and related amenities on Block 3; and various transit improvements, including the new intermodal Transit Center (Blocks 5 through 7), comprised of the NCTD Customer Service Building, Amtrak Customer Service Center, Station Plaza, Bus Operation Building, bus circulation, and commuter bus bays. The public parking lot on Block 4 would remain open and operating during Phase 1.

PHASE 2

The second phase of development would include construction of the residential apartment building and related amenities on Block 4, and various roadway improvements, including connecting Cleveland Street through the site.

3.6 GOALS AND OBJECTIVES

CEQA Guidelines Section 15124(b) states that an EIR project description must include "[a] statement of objectives sought by the proposed project. The statement of objectives should include the underlying purpose of the project." As such, the project objectives are outlined below:

- Promote economic development of the coastal zone, while enhancing livability and walkability by accommodating a compatible mixture of uses that extends the activity of the downtown core into the planning area.
- Support public transit through transit-oriented development that integrates updated transit facilities and other mobility improvements that would increase ridership and enhance the user experience.
- Improve connectivity and in particular build stronger linkages between downtown and the residential neighborhoods to the south of the site.
- Deliver benefits to the public by increasing the available housing supply, including the provision of affordable units, while providing for amenities that create a destination and enrich the quality of life for on-site occupants and the community-at-large.
- Provide adequate infrastructure and public services to support the proposed development.
- Increase off-site storm drain capacity to serve the project site and immediately downstream area along Cleveland Street (to Wisconsin Avenue) to reduce localized flooding conditions in the public right-of-way.
- Ensure compatibility with surrounding land uses and improve the character of the surrounding community.

- Achieve a high standard of design through application of development standards and design guidelines that support mixed-use development typologies and promote effective placemaking.

- Accommodate phased development of the project with sufficient flexibility in the plan and accompanying development criteria to afford minor modifications in program and design due to a change in conditions.

3.7 PERMITS AND APPROVALS

The City of Oceanside is the Lead Agency under CEQA and has discretionary authority over the proposed project. The project would be subject to various permits and approvals, including, but not limited to:

- General Plan Amendment (GPA22-00002): approval of a General Plan Amendment to revise the existing land use designations for the project site from various designations to Specific Plan (SP);

- Zone Amendment (RZA22-00001): approval of Change of Zone to change the zoning for the project site from various zones to Specific Plan (SP);

- Specific Plan (Oceanside Transit Center Specific Plan): adoption of the Oceanside Transit Center Specific Plan;

- Development Plan (D22-00016): approval of a development plan for the project;

- Local Coastal Plan Amendment (LCPA22-00004); concurrent with the proposed GPA and ZA;

- Coastal Development Permit; pending conformance with the proposed LCPA;

- Vesting Tentative Tract Map (T22-00006) to subdivide the project to allow for the proposed uses;

- CEQA Clearance;

- Issuance of subsequent approvals for the following right-of-way vacations/dedications:

    - Vacations:

        - Missouri Avenue (west of Cleveland Street to the railroad right-of-way);

        - Michigan Avenue (west of Tremont Street to the railroad right-of-way);

        - Topeka Street (west of Tremont Street to the railroad right-of-way);

        - Cleveland Street (Seagaze Drive to Missouri Avenue);

- Alley west of Tremont Street (Topeka Street to approximately 175 Feet north of Michigan Avenue);
- Public Utility Easements (over portions of vacated Tyson Street, Cleveland Street, and Michigan Avenue);
- SDG&E Easements (specific location is indeterminate from record information);

- Dedications and/or easements for public right-of-way:
  - Missouri Avenue (west of Cleveland Street to the railroad right-of-way);
  - Michigan Avenue (west of Tremont Street to Cleveland Street);
  - Topeka Street (west of Tremont Street to Cleveland Street);
  - Cleveland Street (Seagaze Drive to Michigan Avenue);
  - Public Utility and Emergency Vehicle Access Easement (Michigan Avenue to Missouri Avenue over eastern portion of Lot 5);
  - Public Utility and Emergency Vehicle Access Easement (existing alley to Tremont Street north of Lot 2);
  - Public Utility Easement (Cleveland Street to the railroad right-of-way across Lot 6 and Lot 7); and

- Applicable grading and building permits.

NCTD is a Responsible Agency under CEQA for the necessary permitting and approval of the public transportation improvements to be constructed by the project. NCTD was formed and operates pursuant to the San Diego Regional Transportation Consolidation Act (Public Utilities Code, Chapter 3 [commencing with Section 132350] of Division 12.7) and the North County Transit District Act (Public Utilities Code Section 125000, et. seq.). Pursuant to these statutes, NCTD, rather than the City of Oceanside, possesses the legislative authority to provide public transit services at the Oceanside Transit Center.

In addition, the following permits/approvals may be required of other agencies:

- National Pollutant Discharge Elimination System (NPDES) General Permit For Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order WQ 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit) – San Diego Regional Water Quality Control Board; and
- Construction Permit – San Diego Air Pollution Control District.

4.0 BASIS OF CUMULATIVE ANALYSIS

The mitigation measures that are specified shall be adopted as conditions of approval to minimize the significance of impacts resulting from the project. In addition, this EIR is the primary reference document in the formulation and implementation of a mitigation monitoring program for the project.

CEQA Guidelines Section 15355 provides the following definition of cumulative impacts:

> *"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.*
>
> *(a) The individual effects may be changes resulting from a single project or a number of separate projects.*
>
> *(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

CEQA Guidelines Section 15130 further addresses the discussion of cumulative impacts, as follows:

> *(1) An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.*
>
> *(2) If the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR should briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR.*
>
> *(3) If the combined cumulative impact associated with the project's incremental effect and the effects of other projects is significant, the EIR must determine whether the project's contribution is cumulatively considerable.*
>
> *(4) The EIR may conclude that a project's contribution to a significant cumulative impact is less than cumulatively considerable and thus is not significant. A project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.*

Section 5.0, *Environmental Analysis*, assesses the cumulative impacts for each applicable environmental issue and does so to a degree that reflects each impact's severity and likelihood of occurrence.

In accordance with *CEQA Guidelines* Section 15130(b), the discussion of cumulative impacts should be guided by the standards of practicality and reasonableness and should include the following elements in its discussion of significant cumulative impacts:

> *1. Either:*
>
> *A. A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or*

> B. *A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.*
>
> 2. *When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.*
>
> 3. *Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.*
>
> 4. *A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available.*
>
> 5. *A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.*

This EIR evaluates the project's potential cumulative impacts using both the list and summary of projections approaches depending upon which approach is appropriate/relevant for each environmental issue area. The geographic area considered for cumulative impacts varies depending on environmental issue area. For example, the project's operational effects have geographic scopes that are global (such as greenhouse gases, addressed in Section 5.10, *Greenhouse Gas Emissions*), regional (such as air quality, addressed in Section 5.9, *Air Quality*), and local (such as light and glare, addressed in Section 5.2, *Aesthetics/Light and Glare*), whereas cumulative mobile considerations are based on the City's general plan buildout assumptions.

Table 4-1, *Cumulative Projects List*, and Exhibit 4-1, *Cumulative Projects Map*, identify related projects in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following list of projects was developed based on data provided by the City and adjacent jurisdictions as of the date of the Notice of Preparation (January 13, 2023). The implementation of each project represented in Table 4-1 was determined to be reasonably foreseeable.

Table 4-1
Cumulative Projects List

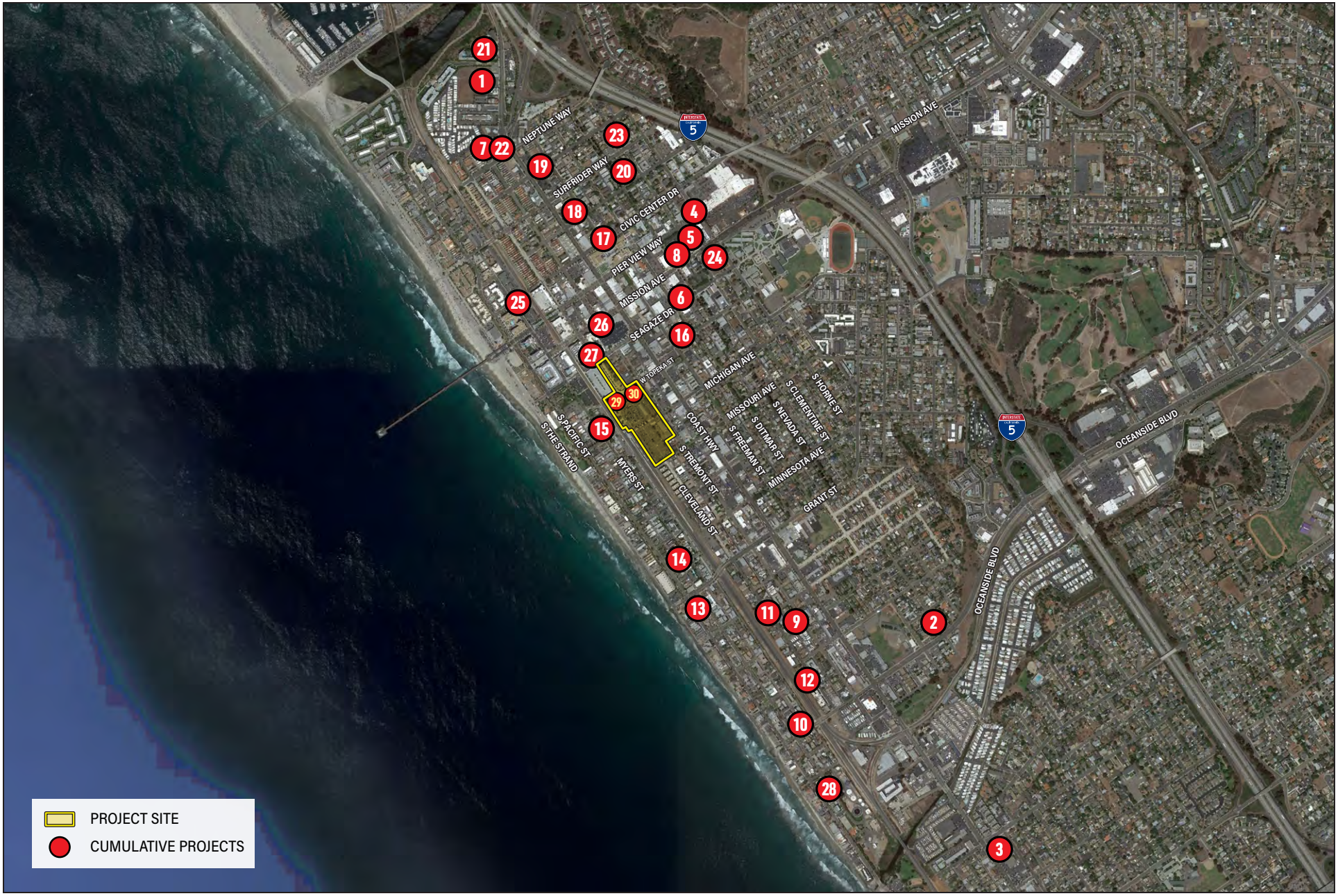
Map Key	Project Title	Project Location	Project Description	Status
City of Oceanside				
1	Alta Oceanside	N. Coast Hwy	Mixed-use development with 309 apartments and commercial space on 5.31 acres	Under Construction
2	Breeze Luxury Apartments	Nevada Street & Oceanside Boulevard	Six-story, 146-unit apartment building on 2.67 acres	Entitled
3	1602 S. Coast Hwy	1602 S. Coast Hwy	Four-story mixed-use development with 54 condominiums and 3,244 sf of commercial space on 0.91-acre site	Plan check
4	Sunsets 3.0	Horne Street & Pier View Way	Mixed-use development with 180 apartments and 5,000 sf commercial space on 0.70-acre	Under review
5	901 Pierview Way	901 Pier View Way	Mixed-use development with 64 units and 2,474 sf of commercial space on a 13,249-sf site	Entitled
6	712 Seagaze	712 Seagaze Way	Mixed-use development with 115 apartments and 64 hotel rooms on 0.36-acre site	Plan check
7	Modera Melrose	815 N. Coast Hwy	Mixed-use development with 360 apartments, a 62-room hotel with 5,000 sf of lobby/commercial space on 1.72 acres	Under review
8	810 Mission Avenue	810 Mission Avenue	Mixed-use development with 206 units, five units designated as live/work along Mission Avenue on 1.42 acres	Under review
9	1011 S. Tremont Street Condos	1011 S. Tremont Street	20 condominium townhomes on 0.57-acre site	Entitled
10	S. Myers Street	1128 S. Myers Street	Six condominiums on a 6,746-sf site	Under review
11	920 South Cleveland Condos	920 South Cleveland Street	Three condominiums on 5,000 square-foot site	Plan check
12	1105 S. Cleveland Street	1105 S. Cleveland	14 condominiums on 0.41-acre site	Under construction
13	802 S. Pacific Street Mixed-Use	802 S. Pacific Street	Mixed-use development with 10 condominiums, three hotel units, and 1,034-sf ground floor commercial on a 10,000-sf site	Plan check
14	Hardin Residence	615 S. Myers Street	Demolish existing SFD and construct new SFD	Was scheduled for City Council meeting on September 13, 2023
15	146 S. Myers Condominiums	146 S. Myers Street	Four condominiums on a 4,500-sf site	Under construction
16	119 South Ditmar Duplex	119 S. Ditmar Street	Convert SFD to duplex	Entitled

Table 4-1, continued

Map Key	Project Title	Project Location	Project Description	Status
17	Fire Station 1	602 Civic Center Drive	30,000-sf City of Oceanside Fire Department station on 0.69-acre	Under Construction
18	702 N. Freeman Mixed-use	513 N. Freeman Street	Five unit multi-family development on a 7,500-sf lot	Entitled
19	701-713 N. Freeman Apartments	701-713 N. Freeman Street	Four story apartment building with 24 units on a 20,000-sf site	Entitled
20	Weidner Duplex	519 N. Clementine Street	Convert SFD into duplex	Under review
21	Marriot Residence Inn		117-unit hotel with a 1,928-sf event space, and 3,531-sf restaurant on 2.5 acres	Entitled
22	Starbucks	801 N. Coast Hwy	A 1,068-sf drive-thru coffee shop on a 10,987-sf site	Under construction
23	624 N. Clementine Street	624. N Clementine Street	Demolish SFD and construct duplex	Under review
24	901 Mission	901 Mission Avenue	The project may include up to 422 dwelling units	An SB 330 application was submitted, but not a formal entitlement
25	Block 5 and Block 20 of the 5 Block Masterplan	Adjacent blocks bound by railroad right-of-way to the east, Mission Avenue to the south, Myers Street to the west, and Civic Center Drive to the north	Both sites may have 170 dwelling units each	Application anticipated in coming months
26	Regal Cinema	402 Mission Avenue	Mixed-use with 332 units and commercial	Under review
27	City CIP Stormwater Pipe Upgrade	S. Cleveland Street (north of project site)	Upgrade existing City-owned municipal storm drain pipe.	Approved Capitol Improvement Project
28	La Salina Decommissioning and Buccaneer Lift Station	1330 Tait Street	Water Utilities is now looking to separate the two projects and anticipates submitting a Conditional Use Permit (CUP) for the lift station as early as next week.	A CUP was submitted in 2019
29	Grade Crossing Extension Project	235 South Tremont Street	Will extend at grade crossing from SPRINTER platform to platform 3. Anticipated construction to begin in 2024 and conclude in 2025.	Funded
30	Transition to Zero Emission Buses	235 South Tremont Street	Implementation to begin in 2024 with all buses fully transitioned by 2047.	Funded

sf: square feet; SFD: single-family development

Source: City of Oceanside.



Source: Google Earth Pro, April 2024

Michael Baker INTERNATIONAL

NOT TO SCALE

04/2024 • JN 190739

OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

Cumulative Projects Map

Exhibit 4-1

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5.0 ENVIRONMENTAL ANALYSIS

The following subsections of the EIR contain a detailed environmental analysis of the existing conditions, project impacts (including direct and indirect, short-term, long-term, and cumulative impacts), recommended mitigation measures, and any significant and unavoidable impacts. The EIR analyzes those environmental issue areas where potentially significant impacts may occur.

The EIR examines environmental factors outlined in Appendix G of the *CEQA Guidelines*, *Environmental Checklist Form*, as follows:

5.1 Land Use and Relevant Planning;

5.2 Aesthetics/Light and Glare;

5.3 Biological Resources;

5.4 Tribal and Cultural Resources;

5.5 Geology and Soils;

5.6 Hydrology and Water Quality;

5.7 Hazards and Hazardous Materials;

5.8 Transportation;

5.9 Air Quality;

5.10 Greenhouse Gas Emissions;

5.11 Energy;

5.12 Noise;

5.13 Population and Housing;

5.14 Public Services and Recreation; and

5.15 Utilities and Service Systems.

Other environmental issue areas found not to have significant environmental affects, based on the NOP/Initial Study, are addressed in Section 8.0, *Effects Found Not To Be Significant*.

Each environmental issue listed above is addressed in a separate section of the EIR, as indicated by the section reference above, and is organized into six subsections, as follows:

- "Existing Setting" describes the physical conditions that exist at the time of the Notice of Preparation (NOP) and that may influence or affect the issue under investigation.
- "Regulatory Setting" lists and discusses the laws, ordinances, regulations, and standards that apply to the project.

"Impact Thresholds and Significance Criteria" provides the thresholds that are the basis of conclusions of significance, which are primarily the criteria in Appendix G of the *CEQA Guidelines* (California Code of Regulations, Sections 15000 through 15387).

Primary sources used in identifying the criteria include the *CEQA Guidelines*; local, State, Federal, or other standards applicable to an impact category; and officially established significance thresholds. ". . . An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting" (*CEQA Guidelines* Section 15064[b]). Principally, ". . . a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance" constitutes a significant impact (*CEQA Guidelines* Section 15382).

- "Impacts and Mitigation Measures" describes potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented. Evidence, based on factual and scientific data, is presented to show the cause-and-effect relationship between the proposed project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range, or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant; all of the potential direct and reasonably foreseeable indirect effects are considered.

  Impacts are generally classified as potentially significant impact, less than significant impact, or resulting in no impact. The "Level of Significance After Mitigation" identifies the impacts that would remain after application of mitigation measures (if any), and whether the remaining impacts are or are not considered significant. When these impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as "significant unavoidable impacts."

- "Mitigation Measures" are measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.

- "Cumulative Impacts" describes potential environmental changes to the existing physical conditions that may occur as a result of the proposed project together with all other reasonably foreseeable, planned, and approved future projects producing related or cumulative impacts.

- "Significant Unavoidable Impacts" describes impacts that would be significant and cannot be feasibly mitigated to less than significant, and thus would be unavoidable. To approve a project with significant unavoidable impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" (*CEQA Guidelines* Section 15093[a]).

5.1 LAND USE AND RELEVANT PLANNING

This section identifies existing land use conditions, evaluates the project's consistency with relevant planning policies, and recommends mitigation measures that would avoid or lessen the significance of potential impacts. This section identifies on-site and surrounding land use conditions and relevant land use policies and regulations, as set forth by the City of Oceanside (City). Information in this section is based in part upon the *City of Oceanside General Plan* (General Plan), *City of Oceanside Municipal Code* (Municipal Code), and *City of Oceanside Local Coastal Program* (LCP).

5.1.1 EXISTING SETTING

ON-SITE LAND USES

Based on the General Plan, multiple land use designations apply to the property, including Downtown (DT), Coastal Transportation and Utility (C-TU), Coastal Residential High Density (C-RH), and Coastal General Commercial (C-GC); refer to Exhibit 3-3, *Existing General Plan Designations*. Based on the City's Zoning Map, the project site is divided into several zones; refer to Exhibit 3-4, *Existing Zoning*. The portion of the site generally west of Cleveland Street falls within the Downtown District: Public Transportation and Railroad (Subdistrict D-14) and High Density Residential (Subdistrict D-5). The remainder of the site is zoned Public Utility and Transportation (PUT), Office Professional, Coastal (OP), and Medium Density Residential, Coastal (R-3).

The project site is also located in the *Coast Highway Vision and Strategic Plan* (CHVSP) area and in the City's Coastal Zone. Given the site is in the Coastal Zone, it is subject to the City's Local Coastal Program (LCP). The CHSVP is an advisory document that provides guidance for revitalization of the Coast Highway Corridor. It envisions the transit center as a transit-oriented development that becomes an extension of the downtown business area. The plan depicts this catalytic site as in-fill mixed use that incorporates a town square and transit facilities and reconnects Cleveland Street. An LCP is defined by the California Coastal Commission (CCC) and regulates development within the City's Coastal Zone.

SURROUNDING LAND USES

Surrounding land uses include a mix of commercial and residential uses, which are further described as follows:

- *North*: Seagaze Drive bounds the project site to the north. Further north is a mixed-use building with a restaurant (Domino's Pizza) and parking garage on the ground floor and residential units on the upper stories. These parcels are designated DT and zoned Subdistrict D-1 Mixed Use (Commercial/Residential/Professional).

- *East:* Institutional (i.e., Grace Christian Center), single-family residential, commercial uses, and surface parking are present to the east. South Tremont Street bounds the central portion of the project site to the east. These parcels are designated C-GC and C-RH and zoned OP, General Commercial (C2) (Coastal), and R-3.

- *South*: Missouri Avenue bounds the project site to the south. Commercial uses (i.e., American Import Auto Group, Huey Surfboards) and a mix of single- and multi-family residences are

further south. These parcels are designated C-RH and DT, are zoned R-3 and Subdistrict D-5.

- *West*: Railroad right-of-way bounds the project site to the west. Public surface parking lots and single-family residential uses are present farther west. These parcels are designated DT and zoned Subdistrict D-14 and Subdistrict D-5.

5.1.2 REGULATORY SETTING

STATE LEVEL

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 elements 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.

California Coastal Act

The California Coastal Act of 1976 (Coastal Act), Public Resources Code Division 20, was adopted to protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources. The Coastal Act is also intended to assure orderly, balanced utilization and conservation of coastal zone resources, and priority for coastal-dependent and coastal-related development over other development on the coast. The Coastal Act policies constitute the statutory standards applied to planning and regulatory decisions made by the California Coastal Commission (CCC) and by local governments, pursuant to the Coastal Act. The Coastal Act includes specific policies that address issues such as shoreline public access and recreation, terrestrial and marine habitat protection, visual resources, industrial uses, water quality, development design, and power plants, among others.

The CCC was made permanent by the Coastal Act to provide for continued State coastal planning and management. In partnership with coastal cities and counties, the CCC plans and regulates the use of land and water in the coastal zone. The coastal zone varies in width from several hundred feet in highly urbanized areas up to five miles in certain rural areas, and offshore the coastal zone includes a three-mile-wide band of ocean.

Implementation of Coastal Act policies is accomplished primarily through the preparation of local coastal programs (LCPs) that are required to be completed by each of the coastal zone counties and cities, including the City of Oceanside. An LCP includes a Land Use Plan (LUP) which is typically the Coastal Element or Coastal Land Use Plan of the General Plan, including any maps necessary to administer it; and the Implementation Plan which comprises the zoning ordinances, zoning district maps, and Specific Plans or Planned Community Development Plans necessary to implement the LUP. Coastal Act policies are the standards by which the CCC evaluates the adequacy of LCPs. To

ensure that coastal resources are effectively protected in light of changing circumstances, such as new information or changing development pressures and impacts, the CCC is required to review each certified LCP at least once every five years. Development within the coastal zone requires a coastal development permit (CDP) be issued by either the CCC or a local government that has a CCC-certified LCP.

REGIONAL LEVEL

San Diego Association of Governments San Diego Forward: The 2021 Regional Plan

The San Diego Association of Governments (SANDAG) is the transportation planning, coordinating, and financing agency for San Diego County. Every four years, SANDAG prepares and updates a Regional Plan in collaboration with the 18 cities and County of San Diego, along with regional, State, and federal partners. The Regional Plan is a long-range blueprint to guide transportation investments and land-use decisions through 2050 while meeting the requirements of California's landmark SB 375 (2008), which calls on each of the State's 18 metropolitan areas to develop a Sustainable Communities Strategy (SCS) to accommodate future population growth and reduce GHG emissions from cars and light trucks. SANDAG's Regional Plan combines the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan and its Sustainable Communities Strategy (SCS). As such, the Regional Plan must comply with specific state and federal mandates, including an SCS, per SB 375, that achieves GHG emission reduction targets set by the California Air Resources Board; compliance with federal civil rights requirements (Title VI); and environmental justice considerations, air quality conformity, and a public participation process. The current Regional Plan is the *San Diego Forward: The 2021 Regional Plan* (2021 Regional Plan) adopted by the SANDAG Board of Directors on December 10, 2021.

The 2021 Regional Plan calls for better coordination between land use and transportation. SANDAG's Concept Map is a key tool used to implement the 2021 Regional Plan, as it identifies locations within the region that can support smart growth and transportation investments. Eight "smart growth opportunity areas" (SGOAs) are locations prime for compact, walkable, mixed-use development near transit. The SGOA encompasses a half-mile radius surrounding an existing transit station.

LOCAL LEVEL

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 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. The General Plan contains ten elements: Land Use (adopted 1986), Circulation (adopted 2012), Recreational Trails (adopted 1996), Housing (adopted 2013), 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.

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) and the Energy Climate Action Element (May 2019), as well as 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. The *Draft 2021-2029 Housing Element* was submitted for review by the California Department of Housing and Community Development (HCD) in April 2021. The document was adopted by the City Council on June 16, 2021 and has since been revised in February 2022, October 2022, and June 2023 in response to HCD compliance letters. HCD issued the City an approval letter on August 18, 2023 deeming the Housing Element substantially compliant with State Housing Law upon re-adoption and submittal to HCD in accordance with Government Code section 65585.

The release of five project background reports in June 2021 was the first technical step in the process of updating the 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. An Alternatives Report with three alternatives was presented to the Planning Commission on March 28, 2022; the presentation concluded with the decision that South Morro Hills would be separated from the General Plan Update. As such, two remaining alternatives, both of which are predicated on smart growth and complete street improvements in the City's major commercial corridors, are being considered by the Planning Commission as of June 2022. Public engagement is ongoing.

LAND USE ELEMENT

The Land Use Element and Land Use Map identify the type of land uses that have been planned for within the City of Oceanside. 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 is to ensure that the *Oceanside Master Transportation Plan* and its implementation policies and programs 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 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 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 (RHNA).

ENVIRONMENTAL RESOURCE MANAGEMENT ELEMENT

The Environmental Resource Management Element 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 recreation and scenic areas.

PUBLIC SAFETY ELEMENT

The purpose of the Public Safety Element 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 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 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 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 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.

ENERGY CLIMATE ACTION ELEMENT

The Energy and Climate Action Element (ECAE) 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 Zoning Ordinance

The 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 Climate Action Plan

The City of Oceanside Climate Action Plan (CAP) was adopted on May 8, 2019. The CAP seeks to align with State efforts to reduce greenhouse gas (GHG) emissions while balancing a variety of community interests, including quality of life, economic development, and social equity. The CAP outlines measures the Oceanside community will take to make progress towards meeting the State of California's 2050 GHG reduction goal. The CAP was prepared in accordance with the requirements within *CEQA Guidelines* Section 15183.5 and the CAP Consistency Checklist is used to evaluate the proposed project's significance with respect to GHG emissions. The CAP Consistency Checklist also incorporates related ordinances from the Zoning Ordinance Article 30, Sections 3047 through 3050.

Coast Highway Vision and Strategic Plan (CHVSP)

The *Coast Highway Vision and Strategic Plan* (CHVSP), adopted by the City in 2009, encompasses the three-mile stretch of Coast Highway from Harbor Drive to the Buena Vista Lagoon. The intent of the CHVSP is to "create a transportation blueprint for the Coast Highway corridor providing travel options and parking solutions, as well as strategies to address cut-through traffic issues for the community." The vision study identifies land west of the railway tracks as surface parking and envisions the existing Oceanside Transit Center parking lot east of the railway tracks developed into infill mixed-use development. Future street extensions are also shown on the *Oceanside Transit Center Illustrative Plan* included in the CHVSP. For the project site, the CHVSP envisions a continuation of Cleveland Street bisecting the project site and a connection between Michigan Avenue and the new Cleveland Street alignment.

Oceanside Local Coastal Program

LCPs are basic planning tools used by local governments, in partnership with the CCC, to guide development in the coastal zone. LCPs contain the ground rules for future development and protection of coastal resources. The LCPs specify the appropriate location, type, and scale of new or changed uses of land and water. Each LCP includes a land use plan and measures to implement the plan (such as a zoning ordinance). These LCPs, which are prepared by local governments, govern decisions that determine the short- and long-term conservation and use of coastal resources. Along with the unique characteristics of individual local coastal communities, the LCPs must also address regional and Statewide interests and concerns, in conformity with Coastal Act goals and policies. Following adoption by a city council or county board of supervisors, an LCP is submitted to the CCC for review for consistency with Coastal Act requirements. The current LCP was certified by the CCC in 1986. The City is currently in the process of updating the LCP, focusing on coastal hazards and adaptation. These changes to the LCP are not expected to have an effect on the City's ability to meet its RHNA needs.

5.1.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Environmental Checklist form that was used during the preparation of this EIR. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Physically divide an established community (refer to Section 8.0, *Effects Found Not To Be Significant*); and/or

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 (refer to Impact Statements LU-1 through LU-8).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.1.4 IMPACTS AND MITIGATION MEASURES

OCEANSIDE GENERAL PLAN

LU-1 THE PROPOSED PROJECT COULD CONFLICT WITH APPLICABLE GENERAL PLAN POLICIES.

Impact Analysis: As detailed in Section 3.0, *Project Description*, the proposed project would require a General Plan Amendment to revise the existing land use designations for the project site from various designations to Specific Plan (SP). Table 5.1-1, *General Plan Consistency Analysis*, provides an analysis of the project's consistency with relevant General Plan policies.

As demonstrated in Table 5.1-1, the proposed project would be consistent with relevant General Plan policies and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Table 5.1-1
General Plan Consistency Analysis

Applicable General Plan Policies	Project Consistency Analysis
Land Use Element	
1.1 Community Values Objective: To ensure the enhancement of long-term community and neighborhood values through effective land use planning.	
Policy 1.1A. Land uses shall be attractively planned and benefit the community.	Consistent. The proposed Specific Plan includes development standards and design guidelines that would facilitate a unified and cohesive development that ensures visual compatibility with the character of the surrounding area. Standards related to encroachments for stoops, porches, access ramps and stairs, and balconies and architectural overhangs are also included. The development plan takes advantage of the east-west topographic differential to provide a significant portion of the parking in subterranean facilities, thereby reducing the apparent scale and mass of the proposed buildings. A consistent architectural language would be incorporated to ensure that buildings relate to one another yet accommodate variations according to each building program and use. A modern design language is expressed in features such as clean lines and deep eaves and balconies, creating a dramatic play of light and shadow and accentuating the strong horizontal line of the exterior building architecture. High quality materials and finishes would be used consistently, appropriate to the coastal setting and the overall character of the project. The proposed conceptual landscape plan would reinforce the site plan layout and function and complement the proposed architectural character.
Policy 1.1B. Land uses shall not significantly distract from nor negatively impact surrounding conforming land uses.	Consistent. Multiple land use designations apply to the project site, including Downtown (DT), Coastal Transportation and Utility (C-TU), Coastal Residential High Density (C-RH), and Coastal General Commercial (C-GC), per the General Plan Land Use Map. The proposed project would introduce a mixed-use transit-oriented community with office, retail, hotel, transit, community facilities, and multi-family residential uses that are consistent with the surrounding existing commercial and residential uses. The project would improve connectivity and in particular build stronger linkages between the commercial downtown and residential neighborhoods to the south of the site by introducing a mix of uses while maintaining compatibility with surrounding uses.
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.	Consistent. The project site is currently developed with the NCTD transit center. The proposed mixed-use development, inclusive of residential, hotel, commercial/retail, open space, and transit uses would physically enhance the site by promoting economic development within the Coastal Zone, while enhancing livability and walkability by accommodating a compatible mixture of uses that extends the activity of the downtown core into the planning area. In addition, the tax revenue from the proposed project would provide an economic benefit to the City. The long-term environmental effects of the proposed development are evaluated throughout this EIR.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
1.11 Balanced Land Use Objective: To develop and use lands for the long- term provision of a balanced, self- sufficient, and efficient community.	
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.	Consistent. The project proposed a mixed-use, transit-oriented, infill development inclusive of residential uses, both market-rate and affordable, a hotel, commercial/retail uses, private and public open space, parking, and a transit hub. The proposed project would improve connectivity and in particular build stronger linkages between downtown and the residential neighborhoods to the south of the site; support public transit through transit-oriented development that integrates updated transit facilities and other mobility improvements that would increase ridership and enhance the user experience; and deliver benefits to the public by increasing the available housing supply, including the provision of affordable units, while providing for amenities that create a destination and enrich the quality of life for on-site occupants and the community-at-large.
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.	Consistent. The proposed project would require a General Plan Amendment to change the existing land use designations for the project site from various designations to Specific Plan (SP). The proposed mixed-use development would be consistent with the surrounding commercial and residential uses. It would deliver benefits to the public by increasing the available housing supply, including the provision of affordable units, while providing for mobility amenities that create a destination and enrich the quality of life for on-site occupants and the community-at-large.
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.	Consistent. The project proposed a mixed-use, transit-oriented, infill development. The project would support public transit through transit-oriented development that integrates updated transit facilities and other mobility improvements that would increase ridership and enhance the user experience. As such, the proposed mobility improvements would enhance connectivity and in particular build stronger linkages between the commercial downtown and the residential neighborhoods to the south of the site by introducing a mix of uses with access to multimodal transportation. Proposed parking is sufficient for the proposed land uses, and the project would be conditioned to include new intersection improvements including crosswalks enhancements and all-way stops. As analyzed in Section 8.0, *Transportation*, with implementation of Mitigation Measure TRA-1, i.e. the preparation and implementation of a Construction Management Plan (CMP), the project would not result in significant traffic impacts. Implementation of the project would not overburden existing roadways in the area.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
1.12 Land Use Compatibility Objective: To minimize conflicts with adjacent or related land use.	
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.	Consistent. The proposed mixed-use project would be compatible with the surrounding residential and commercial land uses. Section 5.2 of the Specific Plan details streetscape guidelines to ensure safe and engaging pedestrian activity. This includes providing appropriate sidewalk widths, street tree buffers, outdoor furniture, wayfinding, street lighting, and other amenities to activate the pedestrian experience and provide a transition between street, sidewalk, and ground floor uses.
Policy 1.12B. The use of land shall not create negative visual impacts to surrounding land uses.	Consistent. The proposed infill project would construct a distinctive mixed-use development within a commercial and residential area. A consistent architectural language would be incorporated to ensure that buildings relate to one another yet accommodate variations according to building program and use. The proposed architectural design would contribute to the neighborhood character and viability. The site layout would maintain view corridors by establishing a block pattern that protects scenic views of the ocean along east-west oriented streets. Key views, as depicted in Exhibit 5.2-1 through Exhibit 5.2-3, *Existing and Proposed Condition*, show that the project's elevation would not result in significant view blockage of the Pacific Ocean. The residentially focused buildings are designed around amenity courtyards to create a U-shape layout that opens toward the ocean and maximizes views for their occupants. As depicted in the renderings in Exhibit 5.2-6 through Exhibit 5.2-9, *Existing and Proposed Condition*, the proposed scale of development would be compatible with the downtown environment, with building heights not to exceed six stories.
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.	Consistent. Refer to response to 1.14 Noise Control Objective regarding construction impacts and mitigation. Operational noise sources are not anticipated to exceed the City's regulations. The proposed project would also comply with applicable Federal, State, and local noise regulations to control noise pollution; refer to Section 5.12, *Noise*. The project would provide lighting to both increase nighttime safety and security and enrich the outdoor setting. Energy efficient and decorative, pedestrian-scaled light fixtures that are compatible with the overall landscape design, and that emit a warm light would be utilized; special landscape lighting (e.g., twinkle lights) may also be considered. Exterior lighting fixtures would be compatible with building design and have a similar aesthetic, with emphasis on efficiency and light control while ensuring direct glare does not spill onto adjacent properties and streets. According to Section 5.9, *Air Quality*, the project was found to have a less than significant increase in regional air pollution from criteria air pollutants. The project Applicant shall prepare and submit a standard urban stormwater mitigation plan (SUSMP), which shall include the applicable Low Impact Development (LID) requirements set forth in Municipal Separate

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
	Storm Sewer System (MS4) Permit. The site shall be designed to control pollutants, pollutant loads, and runoff volume to the extent feasible by including pervious surface areas and controlling runoff from impervious surfaces through implementation of best management practices (BMPs). Additionally, the proposed project would be required to comply with all State, County, and local regulations regarding stormwater runoff during the operational phase. As discussed in Section 5.7, *Hazards and Hazardous Materials*, due to risks from the disturbance of potentially contaminated soil (vapor) and building materials (asbestos-containing material [ACM], lead-based paint [LBP], and polychlorinated biphenyls [PCBs]) during project construction, and potential exposure to contaminated soil (vapor) during project operations, Mitigation Measures HAZ-1 through HAZ-3 would be required to reduce impacts to a less than significant level.
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.	
Policy 1.121B. Oceanside shall formally notice responsible agencies of proposed land uses or developments that may affect an agency's program or responsibilities.	Consistent. The City has provided formal solicitation for comments from responsible and trustee agencies as part of the Notice of Preparation and consultation (scoping) process as required under the *CEQA Guidelines*; refer to Section 2.3, *Notice of Preparation/Early Consultation (Scoping)*.
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.	Consistent. The proposed project would require a General Plan Amendment to revise the existing land use designations for the project site from various designations to Specific Plan (SP). The proposed mixed-use development would be consistent with the surrounding commercial and residential uses. The project is located within the City of Oceanside, within the existing NCTD Oceanside Transit Center. As such, the NCTD shares jurisdiction of the project site and serves as the Responsible Agency with shared discretionary approval over the proposed project. The project site is not directly adjacent to any other jurisdictions. In compliance with the *CEQA Guidelines*, the City has provided opportunities for various agencies and the public to participate in the environmental review process. This included distribution of a Notice of Preparation (NOP) and Initial Study and provision of a public scoping meeting; refer to Appendix 11.1, *Notice of Preparation/Initial Study*, and Appendix 11.2, *Notice of Preparation/Initial Study Comment Letters*. Further, the City will provide responses to comments and recommendations received on this Draft EIR prior to certification of the Final EIR. Further, as the project site is within the agency of the California Coastal Commission, San Diego Regional Water Quality Control Board, and San Diego Air Pollution Control District, the City will consult with those Trustee Agencies for oversight, approval, and permitting.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
1.14 Noise Control Objective: To improve the quality of Oceanside's environment by minimizing the negative effects of excessive noise.	
Policy 1.14A. Noise emissions shall not reach levels that pose a danger to the public health.	Consistent. As discussed in Section 5.12, the proposed project would implement Mitigation Measures NOI-1 and NOI-2 to reduce construction noise impacts to a less than significant level. Mitigation Measure NOI-1 would require all construction equipment to be equipped with properly operating and maintained mufflers, stationary construction equipment to be located such that emitted noise is directed away from the nearest noise sensitive receptors, equipment staging areas to be located farthest away from sensitive receptors, and haul truck deliveries to be limited to the same hours specified for construction equipment (7:00 a.m. to 6:00 p.m. Monday through Friday). Mitigation Measure NOI-2 is directly related to vibration control and requires a qualified professional to prepare construction vibration control plans to utilize pneumatic impact equipment. Project operations are not anticipated to exceed applicable noise standards.
Policy 1.14B. Noise emissions shall be controlled at the source where possible.	Consistent. Refer to response to Policy 1.14A. Additionally, as discussed in Section 5.12, mobile source noise would increase along access routes to and from the project site during construction. However, mobile traffic noise from construction trips would be temporary and would cease upon project completion. The loudest piece of construction equipment would operate at a maximum noise level of 84 dBA at 100 feet from the source. Therefore, construction noise levels would not exceed the General Plan construction noise threshold of 85 dBA at 100 feet. Based on the project site plan, pile drivers would be used as close as 20 feet to the nearest structure (i.e., single-family residence) to the east of the project site, and vibratory rollers and other types of equipment would be used as close as 20 feet to the nearest structure. Resultingly, the human annoyance and building damage threshold criteria would be exceeded. As such, Mitigation Measure NOI-2 would be required to reduce vibration velocities to below the threshold. Operational noise sources are not anticipated to exceed City regulations.
Policy 1.14C. Noise emissions shall be intercepted by barriers or dissipated by space where the source cannot be controlled.	Consistent. Refer to response to Policies 1.14A and 1.14B. Mitigation Measure NOI-1 would require the use of the best available noise control techniques, including acoustically attenuating shields or shrouds, during project construction.
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 require a permit or other approval from the City.	Consistent. Refer to response to Policies 1.14 A though 1.14C.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
1.2 Site Design Objective: To provide high-quality site design, all proposed land development projects shall take advantage of natural or manmade environments to maximize energy conservation, natural air circulation, public safety, visual aesthetics, private and common open spaces, privacy, and land use compatibility.	
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.	Consistent. 1) The project proposes adequate private and publicly accessible outdoor open space. 2) Pedestrian walkways and open space would be provided throughout the site, providing an outdoor transition between structures. 3) Refer to response to Community Values Policy 1.1B. 4) Refer to response to Community Values Policy 1.1B. 5) Neighborhood safety and security are enhanced through activated sidewalks and an "eyes on the street" approach that orients residential porches, balconies, and windows toward public and communal outdoor space. Final site plans for the project would be subject to City and NCTD review.
Policy 1.2B. A combination of deep, landscaped setback areas, berms, and decorative sound attenuation walls shall be required where developments abut major or intense transportation corridors.	Consistent. See response to Policy 1.14C regarding noise attenuation. The project proposes a mixed-use development located within the Coast Highway Corridor. A variety of landscaping and streetscape guidelines would ensure that a buffer to the surrounding residential and commercial uses, including appropriate setbacks, street trees, and street furniture, is developed. Landscaping would be along the boundaries of the property. Chapter 5 of the Specific Plan provides guidelines on public open spaces, whereas Chapter 6 provides guidelines on the private realm, including appropriate setbacks, encroachments, and screening. Implementation of these guidelines would reduce impacts of surrounding noise from nearby transportation uses.
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.	Consistent. The proposed mixed-use development would be consistent with the surrounding commercial and residential uses. A consistent architectural language would be incorporated to ensure that buildings relate to one another yet accommodate variations according to building program and use. The Specific Plan's circulation framework supports the land use concept in achieving a transit- and pedestrian-oriented development. Transit improvements and enhancements to the pedestrian and bicycle networks are designed to increase transit ridership, especially through better commuter connections; promote walkability and livability; and improve the safety and convenience of on-site circulation. To facilitate visitor orientation and use and generate interest, the project would introduce wayfinding signs and graphic elements as appropriate; signage and graphic elements would be consistent with an overall program of public signage for the project that would discourage visual clutter, flash, or movement.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Policy 1.2D. Street hardware including but not limited to: mailboxes or multiple box units; bus shelters, bike racks, benches, etc.; fire hydrants; utility poles and boxes; street lighting; parking meters; road signage; and other ancillary facilities shall not detract, but shall enhance, the streetscape and adjoining land uses and community.	Consistent. The proposed Station Plaza will function as the active hub of the project. The plaza, situated north of the transit-related platform areas, would feature a high level of amenity, including patterned hardscape, native landscape materials, decorative lighting, seating areas, and public art. Station Plaza would be connected to the proposed parking structure and platform areas, via pedestrian pathways and designated bike routes. Streetscape enhancements and pedestrian amenities would promote walkability and improve pedestrian connections, including connection to pedestrian access throughout the project site. The proposed sidewalk environment promotes safety, convenience, and activity through the introduction of sidewalk amenities, including street trees and street furnishings such as benches and lighting. General public outdoor space design guidelines address character and use, such site quality, convenience and comfort, safety and surveillance, a comfortable microclimate, low maintenance/sustainable design, and low-impact design. Amenities would include site furnishings, including shade structures, seating, trash receptacles, and bicycle racks. To facilitate visitor orientation and use and generate interest, the project would introduce wayfinding signs and graphic elements as appropriate; signage and graphic elements would be consistent with an overall program of public signage for the project that would discourage visual clutter, flash, or movement. At the southern end of the site along South Cleveland Street, transit improvements include 12 commuter bus bays and a relocated bus transfer center.
Policy 1.2G. All developments shall design parking areas to maximize efficiency, safety, convenience, and open space.	Consistent. Parking facilities are located and designed to provide convenient and safe parking for site occupants and visitors, including the parking structure that will serve the NCTD and Amtrak office employees, and the public, as well as basement and lower-level parking serving future residents. The project provides parking sufficient to replace the existing public parking areas serving the transit center, as well as parking to meet the needs of the proposed land uses. A combination of subterranean and above-ground parking garages are proposed to satisfy the total parking demand generated by development on-site. Shared parking and reduced parking ratios are encouraged in accordance with the mixed-use and transit orientation of the project. Additionally, parking facilities include assigned spaces for electric vehicles. In general, the project proposes to relocate transit ancillary uses such that the general public can conveniently access such areas. Public restrooms would also be constructed. Further, the project would install landscaping and paving/striping features that encourage use of pedestrian and bicycle access on-site. Last, proposed striping/crossings and lighting features would increase safety for all users on-site.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
1.21 Common Open Space Objective: To provide and maintain common open areas for a wide range of uses.	
Policy 1.21A. Common open space must be accessible and usable by potential users of the common open space.	Consistent. Refer to response to Policy 1.2D. The proposed project supports alternative modes of transportation and reduces the need for personal vehicle use by strengthening pedestrian and bicycle connectivity; refer to Exhibit 3-8b, *Bicycle Circulation Framework Plan*, and Exhibit 3-8c, *Pedestrian Circulation Framework Plan*. A strong pedestrian connection from south to north through the site leading to the downtown core is accomplished through reconfiguration of South Cleveland Street, introduction of active ground floor uses, and the provision of streetscape amenities. Publicly accessible outdoor space would be provided, including a proposed Station Plaza that would function as the active hub of the project, providing convenience and comfort for waiting transit riders and commuters, while also accommodating a variety of modestly scaled community activities and events (e.g., seasonal events, passive art installations, and street musician performances). The Station Plaza incorporates canopy trees for shade and an enhanced micro-climate, as well as unique shade structures with interspersed seating to accommodate commuters and other plaza users. Special paving within the Station Plaza establishes a decorative pattern, while planter areas and green spaces are designed to add visual appeal and accommodate flexible use. The sidewalk environment promotes safety, convenience, and activity through the introduction of sidewalk amenities, including street trees and street furnishings such as benches and lighting. The project would be required to comply with all Municipal Code regulations pertaining to Americans with Disabilities Act (ADA) accessibility requirements.
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.	Consistent. Refer to response to Policy 1.2D and Policy 1.21A.
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.	Consistent. Refer to response to Policy 1.2D and Policy 1.21A.
1.22 Landscaping Objective: The enhancement of community and neighborhood identity through landscaping requirements that frame and soften the built environment consistent with water and energy conservation.	
Policy 1.22A. Existing mature trees shall be retained wherever possible.	Consistent. Although the project would require tree removal, new trees would be installed as part of the proposed project. Per the Specific Plan, the proposed landscape design standards would function and complement the architectural character proposed; refer to Exhibit 3-9, *Landscape Concept Plan*. The selected plant palette emphasizes native and drought-tolerant species to reflect local character, promote sustainability, and minimize long-term site maintenance. Canopies are provided to shade the public plaza and train platform; additional shade structures and seating are provided with each bus bay.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Policy 1.22B. Mature trees removed for development shall be mitigated by replacement with an appropriate type, size, and number of trees.	Consistent. See response to Policy 1.22A.
Policy 1.22C. Drought-tolerant materials, including native California plant species, shall be encouraged as a landscape type.	Consistent. The proposed plant palette emphasizes native and drought-tolerant species to reflect local character, promote sustainability, and minimize long-term site maintenance.
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.	Consistent. The project proposed to landscape the entire development area with native and drought-tolerant plant species, which would retard the spread of wildfires; refer to Exhibit 3-9, *Landscape Concept Plan*.
1.23 Architecture Objective: The architectural quality of all proposed projects shall enhance neighborhood and community values and City image.	
Policy 1.23A. Architectural form, treatments, and materials shall serve to significantly improve on the visual image of the surrounding neighborhood.	Consistent. Refer to response to Policy 1.1A.
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.	Consistent. Refer to response to Policy 1.1A and Policy 1.12B.
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.	Consistent. Site plans, architectural drawings, proposed project building renderings, and conceptual renderings from various key views in the project vicinity are provided within Section 3.0, *Project Description*, and Section 5.2, *Aesthetics/Light and Glare*, of this EIR.
1.24 Topographic Resources Objective: To ensure that development preserves and enhances the unique beauty and character of the City's natural topographic features and does not contribute to slope instability, flooding, or erosion hazards to life and property.	
Policy 1.24A. Lands designated for industrial and commercial development may require significant alteration of the terrain to ensure their viability. Therefore, it is recognized that the ability of such projects to fulfill the policies contained below will be limited.	Consistent. The proposed project would require a General Plan Amendment to revise the existing land use designations for the project site from various designations to SP. Although the project is considered an infill project, the site, although sloping, would not require significant amounts of earthwork, other than installation of underground parking. No grading of unique geologic features would result. Further, the project would not contribute to slope instability, flooding, or erosion hazards with compliance with existing laws and regulations.
Policy 1.24F. Excessive cut and fill grading to create standard prepared pads shall be prohibited.	Consistent. The proposed project would not create standard prepared pads.
Policy 1.24G. Where grading is required, flat planes, and sharp angles of intersection with the natural terrain shall be avoided.	Consistent. The proposed project would not create flat planes with sharp angles of intersection.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
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.	Consistent. The project site is completely built out with the existing NCTD transit center and is generally flat with a gentle downward slope towards the southern end of the project site. No existing open space or significant natural features are located on-site or in the project vicinity. The project would blend with existing topography.
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.	Consistent. The *Geotechnical Investigation, Proposed NCTD Oceanside Transit Center Redevelopment, Oceanside, California* (Geotechnical Investigation) prepared for the proposed project by NOVA Services, Inc.. in 2021, documented the recommended construction methods to provide structural stability for the proposed development on the project site and are incorporated as project design features to ensure geological safety. As detailed in Section 5.5, *Geology and Soils*, avoiding building foundations on transitions in underlain materials and utilizing shallow spread footings would mitigate the effects of ground shaking produced by regional seismic events. Further, to reduce hazards due to expansive soils, the Geotechnical Investigation recommends that the top two feet of material beneath building footings, concrete slabs-on-grade, hardscape, and site/retaining wall footings have an expansion index of 50 or less. Horizontally, soils having an expansion index of 50 or less should extend at least five feet outside the planned perimeter building foundations, at least two feet outside site/retaining wall footings and hardscape, or up to existing improvements, whichever is less. It is anticipated that the on-site silty sand will meet the expansion criteria index. The project would also be required to comply with 2022 California Building Code (CBC) standards.
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.	Consistent. With construction of the proposed drainage system and underground storage basins, adequate flood protection would be provided for a 25- and 100-year storm event for any increase in discharge from pre-project conditions. Overall, the project would mitigate any increased runoff that is generated from post-project urbanization (i.e., increased impervious areas) upon implementation of the proposed storm drain pipes, detention basins, LID features, and BMPs, as discussed in the *Preliminary Priority Development Project Storm Water Quality Management Plan for Oceanside Transit Center* (SWQMP), prepared by Stantec Consulting, Inc., dated April 8, 2024 (refer to Appendix 11.6, *Hydrology/Water Quality Report*).
Policy 1.24M. The amount of impervious surfacing shall be limited and shall be designed to support the natural drainage system.	Consistent. Compared to existing conditions, the proposed project would develop new building structures, parking areas, and hardscaping and, as a result, would increase impervious surfaces on-site from 85 percent to 91 percent. The project site has deficient municipal storm drain discharge facilities to receive drainage from the southern two-thirds of the project site. As such, a new storm drain network and four underground detention basins are proposed to attenuate discharges from post-project conditions.
Policy 1.24O. Parking areas shall adapt to the topographic character of the site.	Consistent. The majority of on-site parking would be enclosed in on-site parking structures. The project proposes subterranean parking levels in order to minimize the parking structure height.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Policy 1.24P. Site disturbance shall be limited to the minimum area necessary as construction proceeds.	Consistent. Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order 2022-0057-DWQ (effective September 1, 2023) (Construction General Permit). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore a facility's original line, grade, or capacity. In order to meet Federal and State water quality requirements related to storm water runoff, new development and significant reconstruction projects within the City would be required to comply with the NPDES permit and any BMP conditions and requirements established by the City.
Policy 1.24Q. Groundcover shall be re-established as early as possible as construction proceeds.	Consistent. The first phase of construction would include demolition, excavation, and grading of the development area. Groundcover for the proposed development of the structures and landscaping would occur at the earliest stage possible during construction. The project would include a project design feature to implement a Storm Water Pollution Prevention Plan (SWPPP) during construction to reduce sediment transport, in addition to other construction BMPs to reduce erosion.
1.32 Coastal Zone Objective: To provide for the conservation of the City's coastal resources and fulfill the requirements of the California Coastal Act of 1976.	
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.	Consistent. The project site is located in the City's Coastal Zone; project consistency with the goals and policies of the California Coastal Act and LCP are analyzed under Impact Statements LU-3 and LU-4, respectively.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
2.01 Commercial Subdivision Objective: To assure commercial subdivisions of land shall promote long-term economic efficiency and provide benefits to the community.	
Policy 2.01B. Subdivision of commercial lands shall encourage wherever possible the unification of access and site design with adjacent and surrounding commercial land uses.	Consistent. The proposed project would improve connectivity and in particular build stronger linkages between downtown and the residential neighborhoods to the south of the site; support public transit through transit-oriented development that integrates updated transit facilities; and provide other mobility improvements that would increase ridership. Commuters and visitors accessing the transit services, retail and dining, would park at the existing City-owned parking structure, the project's parking structure between Topeka Street and Michigan Avenue, or the project's parking structure between Michigan Avenue and Missouri Avenue. The driveways for both of the new parking structures would be on Michigan Avenue, separated from the residential parking entrances (residents would enter the structure from a different driveway on a different street). Bicycles would access the project site via Cleveland Street, Topeka Street Michigan Avenue, and Missouri Avenue. Pedestrians would be able to access the site from Seagaze Drive, Tremont Street, Michigan Avenue, and Missouri Avenue and utilize a robust on-site pedestrian network. In addition, the transit center is accessible from west of the railroad tracks at the Myers Street and Tyson Street intersection. The project would provide crosswalks along the project's access points and on-site intersections. A mid-block raised crosswalk would also be provided on Cleveland Street near the Station Plaza where heavy pedestrian traffic is anticipated. The project accounts for the circulation and accessibility for all modes of travel and all users to each of the project's components. All site improvements that intersect with the public right-of-way would be constructed in accordance with the City's design standards.
2.2 Commercial Development Objective: The City shall preserve and enhance viable, positive commercial developments through the proper allocation of the following commercial land use designations: community commercial, neighborhood commercial, general commercial, special commercial and professional commercial.	
Policy 2.27 A. Commercial architecture shall emphasize establishing prominence and identity to businesses while presenting tasteful, dignified, and visually appealing designs compatible with their surroundings.	Consistent. A consistent architectural design would be incorporated to ensure that buildings relate to one another yet accommodate variations according to building program and use. A modern design would include features such as clean lines and deep eaves and balconies, creating light and shadows and accentuating the strong horizontal line of the exterior building architecture. High quality materials and finishes would be used consistently, appropriate to the coastal setting and the overall character of the project.
Policy 2.27 B. Landscape design shall incorporate areas for benches, trash receptacles, bicycle racks, and other forms of street furniture where appropriate.	Consistent. General public outdoor space design guidelines address character and use, such as site quality, convenience and comfort, safety and surveillance, a comfortable microclimate, low maintenance/sustainable design, and low-impact design. Amenities would include site furnishings, including shade structures, seating, trash receptacles, and bicycle racks.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Policy 2.27 C. Parking areas shall be designed to meet the following criteria: • parking spaces shall be provided in sufficient number to serve all proposed and probable uses within the development; • parking areas shall balance the number of spaces according to individual tenant requirements; • parking spaces shall be located within convenient walking distance to commercial structures; • access lanes shall be located so not to disrupt pedestrian movements nor traffic flow from parking area loading aisles; compact parking spaces shall be well dispersed throughout the parking area.	Consistent. Refer to response to Policy 1.2G.
Policy 2.27 D. Trash disposal areas and loading/unloading facilities shall be screened from view and, whenever possible, separated from customer serving areas.	Consistent. General Design Guidelines of the Specific Plan require that service areas are located and screened so as to minimize their visual impact while permitting suitable access by service providers. Trash areas would be placed in areas of low visibility and screened from street views or areas with high pedestrian traffic; screening would be provided through compatible architectural treatment and plantings.
Policy 2.27 E. All commercial developments shall be designed to insure that visual, noise, lighting, traffic, and other negative impacts do not adversely affect surrounding residential areas.	Consistent. The project's impacts, including impacts to visual, noise, lighting, and traffic, are discussed in Section 5.2, *Aesthetics/Light and Glare*, Section 5.12, *Noise*, and Section 5.8, *Transportation*, of this EIR. Mitigation measures have been provided to reduce potentially significant impacts that would occur from the implementation of the proposed project. With incorporation of the proposed mitigation measures, impacts would be less than significant or would not adversely affect surrounding residential areas.
Policy 2.27 F. Where appropriate, walkways, arcades, concourses, malls, plazas, courtyards, and other pedestrian-oriented design features shall be provided to encourage pedestrian movement within the development and to adjacent developments.	Consistent. A pedestrian circulation plan has been created to encourage pedestrian movement throughout the project site, and to/from the existing commercial uses and public transportation uses; refer to Exhibit 3-8c, *Pedestrian Circulation Framework Plan*. Sidewalks would be afforded around all on-site structures, appropriate crossings would be afforded at on-site intersections, and pedestrian paths would be provided at the proposed Station Plaza, near the existing pedestrian bridge along the southern portion of the project site. Such improvements would facilitate pedestrian connectivity between the existing train platforms and bus terminal.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Policy 2.27 G. The phasing of commercial projects shall be permitted to allow initial development and expansion in response to demographic and economic changes. Site designs shall illustrate the ultimate development of the property and/or demonstrate their ability to coordinate and integrate with surrounding commercial properties.	Consistent. It is anticipated that the proposed project would be constructed in two phases with an estimated time frame of about seven years from entitlement through final delivery. Phasing of the development has been structured to ensure that operations of the transit facilities are not interrupted during construction of the project. Exhibit 3-5, *Overall Site Plan*, depicts the ultimate buildout of the project.
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.	
Policy A. Capital improvement impact fees shall be collected at the time a building permit is issued and should consist of four components: • A fee based on share of citywide capital improvement expansion and replacement needs represented by the proposed development; • A fee to cover additional construction and replacement of capital improvements directly serving the proposed development; • 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; and • In addition, fees must cover new construction and replacement of citywide facilities.	Consistent. Prior to the issuance of the building permits, the project applicant would pay all required development fees required by the City.
3.11 Vegetation and Wildlife Habitats Objective: Recognition and preservation of significant areas with regard to vegetation and wildlife habitats.	
Policy A. 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.	Consistent. The *Results of a Biological Resources Assessment and MHCP Consistency Analysis for the Oceanside Transit Center Redevelopment – City of Oceanside, County of San Diego, California* (Biological Resources Report) was prepared by Michael Baker International. The Biological Resources Report includes a field survey and documents the biological resources within and adjacent to the proposed project site; refer to Section 5.3, Biological Resources.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
3.14 Grading and Excavations Objective: To provide mitigation recommendations for grading and excavations in the City of Oceanside.	
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.	Consistent. A *Preliminary Hydrology Report For: NCTD Oceanside Transit Center, 235 Tremont St., Oceanside, California, 92054* (Hydrology Study) and project SWQMP were prepared by Stantec Consulting, Inc. Overall, the project would mitigate any increased runoff that is generated from post-project urbanization (i.e., increased impervious areas) upon implementation of the proposed storm drain pipes, detention basins, LID features, and BMPs, as discussed in the SWQMP; refer to Section 5.6, *Hydrology and Water Quality*.
3.2 Cultural Resources Policy B. The City shall encourage the acquisition, restoration and/or maintenance of significant cultural resources by private organizations.	Consistent. As discussed in Section 5.4, *Tribal and Cultural Resources*, due to the heightened archaeological sensitivity of the project site, mitigation measures would be implemented to ensure that archaeological and paleontological monitoring occurs during grading and excavation activities for the proposed project. If cultural resources are found, ground-disturbing activities would temporarily halt to allow recovery of the find, at which time, the appropriate process would be identified for recovery activities, if necessary.
3.2 Cultural Resources Policy D. An archaeological survey report shall be prepared by a SOPA (Society of Professional Archaeologists) certified archaeologist for a project proposed for grading or development if any of the following 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.	Consistent. The *Cultural and Paleontological Resources Identification Memorandum for the Oceanside Transit Center Redevelopment Project, Tremont Site, City of Oceanside, San Diego County, California* (Cultural Resources Study) was prepared by Michael Baker International. According to the Cultural Resources Study, no cultural resources were identified on the project site. However, due to the heightened archaeological sensitivity of the project site (i.e., historic-period archaeological resources associated with the Atchison, Topeka, and Santa Fe (AT&SF) Railroad Maintenance Yard sealed beneath the paved surface), mitigation measures would be incorporated to include archaeological monitoring during ground-disturbing activities during the construction phase of the project.
3.23 Paleontological Resources Objective: Recovery, retention and evaluation of paleontological resources.	
Policy A. Paleontological survey reports shall be prepared by a qualified paleontologist approved by the City for all proposed projects that are located in the area designated as having a high potential for fossils on the City's natural resource management data base system.	Consistent. According to the Cultural Resources Study, the potential for significant fossil discoveries in shallow soils at the project site is anticipated to be high. As such, mitigation measures would be incorporated to require the project's construction activities include paleontological monitoring to reduce potential impacts to known paleontological resources.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Recreational Trails Element	
Goal 8: An interconnected network of pedestrian facilities within the City, linking recreational and other destinations.	
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.	Consistent. Refer to Commercial Design Policy 2.27.
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 should be encouraged in new development through use of meandering sidewalks, linear larks, greenbelts, and similar elements.	Consistent. Refer to Exhibit 3-8c. The sidewalk environment promotes safety, convenience, and activity through the introduction of sidewalk amenities, including street trees and street furnishings such as benches and lighting. Neighborhood safety and security are enhanced through activated sidewalks and an "eyes on the street" approach that orients residential porches, balconies, and windows toward public and communal outdoor space. Streetscape and outdoor public spaces incorporate amenities that support pedestrian comfort and help enrich and activate these spaces, including canopy trees, site furnishings, and special paving.
Objective 8.4. Provide links and associated signage to pedestrian amenities, such as Buena Vista Lagoon and Calavera Lake, in adjacent cities, the beach, and public parks.	Consistent. To facilitate visitor orientation and use and generate interest, the project would introduce wayfinding signs and graphic elements as appropriate. Moreover, various streetscape enhancements and pedestrian amenities would promote walkability and improve pedestrian connections.
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.	Consistent. All site improvements would be built in compliance with the ADA and in accordance with State law, and would not be designed in such a way to prevent access from handicapped, elderly, or impaired persons.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
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.	
Seismic and Geologic Hazard Objective 1. Consider seismic and geologic hazards when making land use decisions particularly in regard to critical structures.	Consistent. Section 6, *Conclusions*, and Section 7, *Recommendations*, of the Geotechnical Investigation presents the project's seismic design parameters, which are intended to mitigate the effects of ground shaking produced by regional seismic events. Generally, building design in accordance with the CBC, avoiding building foundations on transitions in underlain materials and utilizing shallow spread footings, and utilizing heavy duty excavation equipment would ensure the proposed earthwork construction is feasible. As such, pursuant to Municipal Code Chapter 6.6, the project would be required to demonstrate that the seismic design parameters provided in Section 6 and Section 7 of the Geotechnical Investigation are incorporated into the project design and construction activities.
Seismic and Geologic Hazard Objective 2. Minimize the risk of occupancy of all structures from seismic and geologic occurrences.	Consistent. Refer to response to Seismic and Geologic Hazard Objective 1.
Seismic and Geologic Hazard Objective 3. Provide to the public all available information about existing seismic and geologic conditions.	Consistent. The existing seismic and geologic conditions are identified in Section 5.5, *Geology and Soils*, and provided in the Geotechnical Investigation (Appendix 11.5 of this EIR).
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.	Consistent. The proposed project would include on- and off-site improvements to the existing and proposed circulation network that would support the proposed project operations. Pedestrian, bicycle, and road improvements would be implemented to facilitate efficient flow of traffic and the safe and effective passage of pedestrians and cyclists. In addition to the NCTD Headquarters building, the project would incorporate a series of transit improvements intended to enhance the user experience and increase transit use, emphasizing improved intermodal connectivity. Signage, lighting, and other improvements would be made to ensure user safety on and around the site.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Goal 2. Alternative modes of transportation to reduce the dependence on the automobile.	Consistent. The proposed Specific Plan supports alternative modes of transportation and reduces the need for personal vehicle use by strengthening pedestrian and bicycle connectivity. The project proposes to create a strong pedestrian connection from south to north through the site leading to the downtown core by reconfiguring South Cleveland Street, introducing active ground floor uses, and providing streetscape amenities. Various mobility hub improvements are proposed to accommodate transit users, pedestrians, and bicyclists, including enhanced transit waiting areas and passenger loading, pedestrian walkways and crossings, bikeways, bicycle parking and bike share facilities, dedicated transit ways, flexible curb space, and wayfinding signage. The project proposes a series of transit improvements intended to enhance the user experience and increase transit use, emphasizing improved intermodal connectivity. These improvements include a modern intermodal transportation center, safe and efficient bus circulation, and installation of commuter bus bays, and relocation of bus transfer center at the southern end of the site along the extended South Cleveland Street. The project would support public transit through transit-oriented development that integrates updated transit facilities and other mobility improvements that will increase ridership and enhance the user experience.
Goal 3. Alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.	Consistent. Refer to response to Long Range Policy Direction Goals 1 and 2.
Goal 4. A citywide transportation system that integrates with the regional transportation system.	Consistent. Refer to response to Long Range Policy Direction Goals 1 and 2.
Goal 5. A multimodal transportation system that creates a balance with preserving community values and maintaining public acceptance.	Consistent. Refer to response to Long Range Policy Direction Goals 1 and 2.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
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.	Consistent. The project would reconfigure on-site roadways to better control and coordinate the complex vehicular movement patterns on-site, and to minimize conflict between pedestrians and vehicles. The intersections of Tremont Street and Topeka Street and Cleveland Street and Missouri Avenue would be reconfigured with all-way stops. Personal vehicles are routed to achieve convenient access to parking facilities and reduce interference with bus operations; access to the parking facilitates are provided from South Tremont Street and from Topeka Street and Michigan and Missouri Avenues. Street realignment and a series of transit facility improvements work to improve on-site bus circulation and promote intermodal connectivity. Transit facility improvements are highlighted by a modern intermodal transportation center located at the corner of South Cleveland Street and Michigan Avenue, providing proximity to both rail and bus boarding. At the southern end of the site along South Cleveland Street, additional transit improvements include 12 commuter bus bays and a relocated bus transfer center; this location will better facilitate the transfer between bus and rail service. Bus circulation would access the relocated bus transfer center from the proposed Cleveland corridor, which leads directly into the bus transfer station. Public restrooms would also be constructed.
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.	Consistent. Refer to response to Long Range Policy Direction Goals 1 and 2 and Objective i. The proposed project site is located at the existing NCTD transit center. In addition to the NCTD Headquarters building, the project would incorporate a series of transit improvements intended to enhance the user experience and increase transit use, emphasizing improved intermodal connectivity. Goals of the project include the ability to ensure compatibility with surrounding land uses and improve the character of the surrounding community and to achieve a high standard of design through application of development standards and design guidelines that support mixed-use development typologies and promote effective placemaking.
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.	Consistent. Refer to response to Long Range Policy Direction Objective i.
Master Transportation Roadway Plan	
Goal 1. A transportation network that supports safe and efficient travel for all modes of transportation.	Consistent. Refer to responses to Long Range Policy Direction Goals 1 and 2, Objective i, and Policy 2.4.
Goal 2. A transportation network that is designed to accommodate the existing and future growth of the City of Oceanside.	Consistent. Refer to responses to Long Range Policy Direction Goals 1 and 2, Objective i, and Policy 2.4.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency 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].	Consistent. The project would be reviewed by City and NCTD staff during the plan check review process to ensure that all City-required roadway design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.
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.	Consistent. Refer to response to Master Transportation Roadway Plan Objective ii.
Policy 3.4. The City may permit construction of private streets within individual development projects, provided that: • They are designed geometrically and structurally to meet City standards. • Only project occupants are served. • All emergency vehicle access requirements are satisfied. • The streets do not provide direct through route between public streets. • The Homeowners Association and/or property owners provide an acceptable program for financing regular street maintenance.	Consistent. Refer to response to Master Transportation Roadway Plan Objective ii. Emergency access to the site would be provided from a number of roadways. Specifically, emergency accessways are proposed at the intersection of Tremont Street and Topeka Street and the intersection of Cleveland Street and Topeka Street in the center of the site; at the intersection of Tremont Street and Michigan Avenue in the southern portion of the site; and at the intersection of Cleveland Street and Missouri Avenue at the southern end of the site. Access roadways would be provided with a 50-foot outside and 30-foot inside turning radius and minimum vertical clearance of 13.5 feet. The grade for the roadways would not exceed 12 percent and would all be painted/striped as fire lanes. On-site streets and driveways would be designed per City requirements and reviewed by the Oceanside Fire Department.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Policy 3.6. 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: • The City shall prohibit driveway access to prime arterials. • 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. • 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. • 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.	Consistent. Vehicular access to the project site would be provided via Seagaze Drive, Cleveland Street, Tremont Street, Topeka Street, Michigan Avenue, and Missouri Avenue. Cleveland Street would be reconfigured from its existing two-lane one-way configuration to a two-lane two-way configuration. Cleveland Street would be shared by bus, automobiles, and bicycles. Topeka Street would be reconfigured from its existing configuration (two-lane one-way bus driveway) to a two-lane two-way configuration, and shared by bus, automobiles, and bicycles. Michigan Avenue would remain a two-lane two-way roadway and would be shared by bus, automobiles, and bicycles. Missouri Avenue would be improved with proposed driveways for both residential and bus access. Additionally, the project would be reviewed by City and NCTD staff during the plan check review process to ensure that all City-required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.
Policy 3.9. The City shall review all project applications and reduce or eliminate residential driveways on all collector and busier streets. Access to commercial projects shall be designed to meet the City's standards and limited to the extent feasible. The City shall routinely review existing collector and higher streets to determine, as feasible, the closing, combining, or relocation of existing driveways.	Consistent. Refer to response to Master Transportation Roadway Plan Policy 3.6.
Objective iii. Construct the roadway in phases consistent with the needs and growth of the community.	Consistent. Phasing of the development has been structured to ensure that operations of the transit facilities are not interrupted during construction of the project. Phase 2 would include various roadway improvements, including connecting South Cleveland Street through the site. Parking would be provided during both phases.
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.	Consistent. The proposed project is not located on a Master Transportation Roadway Plan street; however, the project would be reviewed by City and NCTD staff during the plan check review process to ensure that all City-required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
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.	Consistent. Refer to response to Master Transportation Roadway Plan Policy 3.6.
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 districts to provide school crossing signs and protection.	Consistent. Refer to response to Master Transportation Roadway Plan Objective ii. Additionally, signage, lighting, and other improvements would be made to ensure user safety on and around the site including wayfinding for pedestrians and bicyclists.
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.	Consistent. 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.
Policy 3.16. The City shall approve and build streets as per City of Oceanside Engineering Manual Specifications.	Consistent. Refer to response to Master Transportation Roadway Plan Objective ii.
Policy 3.20. If the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet the LOS D threshold, or if it creates safety hazards, the proposed development shall be required to make necessary off-site improvements. Such improvements may be eligible for reimbursement from collected impact fees. In some cases, the development may have to wait until financing for required off-site improvements is available. In other cases where development would result in unavoidable impacts, the appropriate findings of overriding consideration will be required to allow temporary undesirable levels of service.	Consistent. The General Plan Circulation Element includes goals and policies that aim to improve traffic congestion and mass transit services in the City. The project does not propose any changes to the Circulation Element roadways. Refer to Master Transportation Roadway Plan, Goal 2, Objective i.
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.	Consistent. The proposed project would include on- and off-site improvements, including landscaping along the boundaries of the property. The proposed landscape design standards would function and complement the architectural character proposed; refer to Exhibit 3-9, *Landscape Concept Plan*. The selected plant palette emphasizes native and drought-tolerant species to reflect local character, promote sustainability, and minimize long-term site maintenance. Canopies are provided to shade the public plaza and train platform; additional shade structures and seating are provided with each bus bay.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
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.	Consistent. The project would incorporate a series of transit improvements intended to enhance the user experience and increase transit use, emphasizing improved intermodal connectivity. The proposed Specific Plan supports alternative modes of transportation and reduces the need for personal vehicle use by strengthening pedestrian and bicycle connectivity. The project proposes to create a strong pedestrian connection from south to north through the site leading to the downtown core by reconfiguring Cleveland Street, introducing active ground floor uses, and providing streetscape amenities. Various mobility hub improvements are proposed to accommodate transit users, pedestrians, and bicyclists, including enhanced transit waiting areas and passenger loading, pedestrian walkways and crossings, bikeways, bicycle parking and bike share facilities, dedicated transit ways, flexible curb space, and wayfinding signage. The project proposes a series of transit improvements intended to enhance the user experience and increase transit use, emphasizing improved intermodal connectivity. These improvements include a modern intermodal transportation center, safe and efficient bus circulation, and installation of commuter bus bays, and relocation of bus transfer center at the southern end of the site along the extended Cleveland Street. Additionally, a transportation demand management (TDM) plan is required for the proposed development. Based on the *Oceanside Transit Center Specific Plan Transportation Demand Management Plan* (TDM Plan), the project includes the following five specific components that support alternative modes of transportation within the transit-oriented development: 1. The project would make improvements to adjacent bicycle facilities. With implementation of the project, Cleveland Street between Seagaze Drive and Topeka Street, and Topeka Street between Cleveland Street and Tremont Street, would each be converted to two-lane public streets with traffic calming elements, which is appropriate for use as a Class III bike route as designated in the City's Bicycle Master Plan. As such, the project will be implementing bicycle facilities consistent with the current Bicycle Master Plan. 2. The project would provide pedestrian network improvements. Pedestrians can access the project from Seagaze Drive, Tremont Street, Michigan Avenue, and Missouri Avenue and utilize a robust on-site pedestrian network. In addition, the Oceanside Transit Center is accessible from west of the railroad tracks by way of an existing pedestrian undercrossing. The project would provide crosswalks along the project's access points and on-site intersections. A mid-block raised crosswalk would be provided on Cleveland Street near the Station Plaza where heavy pedestrian traffic is anticipated. The on-site sidewalks would connect to the surrounding off-site sidewalks.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
	3. The project would implement traffic calming measures. Traffic calming measures include curb bulb-outs, low speed roadways for vehicles, signage, roadway markings designating shared use with bicycles and mid-block raised pedestrian crossings. These traffic calming measures would lower vehicle speeds to better accommodate all modes of transportation. 4. The project would improve transit access, safety, and comfort. The project would implement improvements in and around the transit center consistent with SANDAG's recommendations for Mobility Hubs. Improvements include enhanced transit waiting areas, dedicated pick-up and drop-off zones, wider sidewalks, traffic calming elements, enhanced pedestrian crosswalks within the site, as well as improved transit stops, bus stalls, and bus layover space. Transit amenities will include improvements to shelters, benches, and street lighting. 5. The project would include bike share, electric bike, and scooter share stations. A designated area for these stations has been identified within the project site but implementation is contingent on the City finalizing an agreement with a service provider. Overall, the TDM Plan estimates up to 31 percent vehicle miles traveled (VMT) reduction based on the proposed project components. Further, given that the project would generate more than 50 daily employee trips (from the proposed NCTD office and hotel), a TDM plan with an employee commute reduction target of 20 percent is required. Therefore, the applicant is required to implement an Employer Commute Trip Reduction (CTR) program for the NCTD office and hotel use. The TDM Plan estimates a 33.2 percent VMT reduction upon implementation of the Employer CTR.
Objective i. Move more people in fewer vehicles while providing high quality modes of transportation.	Consistent. Refer to response to Transportation Demand Management Goal 1.
Objective ii. Maintain high quality transportation services which cater to the needs of all residents, regardless of age, income, or physical ability.	Consistent. Refer to response to Transportation Demand Management Goal 1.
Objective iii. Encourage alternative modes of transportation through TDM practices such as transit, walking, bicycling, and teleworking especially during peak travel periods.	Consistent. Refer to response to Transportation Demand Management Goal 1.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
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 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.	Consistent. Refer to response to Transportation Demand Management Goal 1. The project consists of a mix of residential, commercial (i.e., retail, office, hotel), and transit improvements. According to the *Oceanside Transit Center Specific Plan CEQA Transportation Analysis* (Transportation Analysis) prepared by Stantec Consulting Services Inc., dated March 26, 2024 (refer to Appendix 11.9, *Transportation Analysis*), the proposed mixed-use project meets five of the project types listed in Table 2 of the City's Transportation Guidelines. As such, the project would be screened out from additional vehicle miles traveled (VMT) analysis, and less than significant VMT impacts would occur. Specifically, the project would meet the following five project types as listed in the City's Transportation Guidelines: 1. Projects located in a Transit Priority Area (TPA) or SGOA as identified in the SANDAG 2021 Regional Plan and is consistent with the General Plan at the time of project application; 2. Projects located in a low-VMT generating area identified on the most recent SANDAG SB 743 VMT Screening Map; 3. Locally serving retail uses less than 50,000 square feet, including: gas stations, banks, restaurants, grocery stores, and shopping centers; 4. Locally serving hotels (e.g., non-destination hotels, non-regionally serving); and 5. Transit projects.
Policy 4.2. The City shall maintain and implement the policies and recommendations of the Bicycle Master Plan as part of the Recreational Trails Element. These facilities shall connect residential areas with schools, parks, recreation areas, major employment centers, and neighborhood commercial areas.	Consistent. With implementation of the project, Cleveland Street between Seagaze Drive and Topeka Street, and Topeka Street between Cleveland Street and Tremont Street, would be converted into two-lane public streets with traffic calming elements (e.g., special paving within vehicular travel lane that slows traffic), which is appropriate for use as a Class III bike route. As such, the project would implement planned bicycle facility improvements consistent with the Bicycle Master Plan. The project would facilitate bicycle circulation by providing low-speed streets with traffic calming elements and would not conflict with the Bicycle Master Plan. The project would also construct a robust pedestrian network to facilitate pedestrian movement in and around the project site and would not conflict with any plans or programs related to the City's pedestrian facilities.
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.	Consistent. Refer to response to Policy 1.2G.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Policy 4.6. The City shall encourage new developments to provide onsite facilities such as showers, lockers, carpool stalls, and bicycle racks.	Consistent. The proposed mixed-use project would include on-site amenities, such as bicycle lanes, striped crossings, and bicycle racks, to encourage alternative forms of transportation through the project site. The Specific Plan would require bicycle parking be provided in the amount of 5 percent of the total parking requirement. Other requirements for commuter parking, shared parking provisions, and electric vehicle (EV) parking are also required.
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.	Consistent. The circulation framework supports the land use concept in achieving a transit- and pedestrian-oriented development. Transit improvements and enhancements to the pedestrian and bicycle networks are designed to increase transit ridership, especially through better commuter connections; promote walkability and livability; and improve the safety and convenience of on-site circulation. Bus circulation would access the relocated bus transfer station from the proposed Cleveland corridor. Street realignment and a series of transit facility improvements work to improve on-site bus circulation and promote intermodal connectivity. Transit facility improvements are highlighted by a modern intermodal transportation center located at the corner of South Cleveland Street and Michigan Avenue, providing proximity to both rail and bus boarding. At the southern end of the site along South Cleveland Street, additional transit improvements include 12 commuter bus bays and layover space to accommodate approximately 6 additional buses. A new 1,033-square foot Bus Operator Building and public restrooms would also be constructed.
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.	Consistent. Redevelopment of the existing NCTD transit center would extend and further activate the City's downtown core and reinforce transit ridership, including parking that would serve the transit center and support the various land uses and public amenities that are intended to enliven and enrich the project and serve the community. The land use framework supports transit-oriented development, recognizing the site's function as a regional transit hub, and emphasizing mixed-use development that incorporates a significant residential component to promote transit ridership. The circulation framework supports the land use concept in achieving a transit- and pedestrian-oriented development. Transit improvements and enhancements to the pedestrian and bicycle networks are designed to increase transit ridership, especially through better commuter connections, promote walkability and livability, and improve the safety and convenience of on-site circulation.
Objective iii. Support mixed use developments in transit focus areas and transit oriented developments.	Consistent. The project proposed a mixed-use, transit-oriented, infill development inclusive of residential uses, both market rate and affordable, a hotel, commercial/retail uses, private and public open space, parking, and a transit hub within the existing NCTD transit center.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
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.	Consistent. The proposed project is a mixed-use transit oriented development, situated at the existing NCTD transit center. In addition to the NCTD Headquarters building, the project would incorporate a series of transit improvements intended to enhance the user experience and increase transit use, emphasizing improved intermodal connectivity. Transit facility improvements are highlighted by a modern intermodal transportation center located at the corner of South Cleveland Street and Michigan Avenue, providing proximity to both rail and bus boarding. At the southern end of the site along South Cleveland Street, additional transit improvements include 12 commuter bus bays and layover space to accommodate approximately 6 additional buses. A new 1,033-square foot Bus Operator Building and public restrooms would also be constructed .
Bicycle Facilities	
Goal 1. Provide a safe, interconnected network of bicycle facilities within Oceanside for recreational and commuter users.	Consistent. The Specific Plan supports alternative modes of transportation and reduces the need for personal vehicle use by strengthening bicycle connectivity through the project site. As shown on Exhibit 3-8b, *Bicycle Circulation Framework Plan*, bicycle infrastructure would include bikeways, bicycle parking and bike share, dedicated transit ways, flexible curb space, and wayfinding. Cleveland Street between Seagaze Drive and Topeka Street, and Topeka Street between Cleveland Street and Tremont Street, would be converted into two-lane public streets with traffic calming elements (e.g., special paving within vehicular travel lane that slows traffic), which is appropriate for use as a Class III bike route.
Objective i. Ensure the bikeway system will endeavor to be a complete system emphasizing local and regional continuity and connectivity.	Consistent. Refer to response to Bicycle Facilities Goal 1. The plan supports alternative modes of transportation and reduces the need for personal vehicle use by strengthening pedestrian and bicycle connectivity; refer to Exhibit 3-8b. A strong pedestrian connection from south to north through the site leading to the downtown core is accomplished through reconfiguration of South Cleveland Street, introduction of active ground floor uses, and the provision of streetscape amenities. Enhanced crosswalks would be constructed along Cleveland Street through the project site, including the intersection of Cleveland Street and Seagaze Drive; along Tremont Street at the intersections of Topeka Street and Michigan Avenue; and at the intersection of Cleveland Street and Missouri Avenue.
Objective iii. Ensure safety along the bikeway system by focusing on maximum visibility for the cyclist, signage, bikeway segment selection, and utilizing easily recognized markers to clearly identify paths, lanes and routes.	Consistent. To facilitate visitor orientation and use and generate interest, the project would introduce wayfinding signs and graphic elements as appropriate; signage and graphic elements would be consistent with an overall program of public signage for the project that would discourage visual clutter, flash, or movement.
Objective iv. Conform to the minimum design standards established by Caltrans Highway Design Manual Chapter 1000.	Consistent. Refer to response to Master Transportation Roadway Plan Objective ii.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Objective vii. Whenever possible, develop bikeway system design and layout to minimize potential financial burden to the City by engaging development to implement bike segments, locating segments within the existing right-of-way, and minimizing the need for acquisition.	Consistent. Existing bicycle facilities in the project area include Class I paths, Class II bike lanes, and Class III bike routes. Cleveland Street between Seagaze Drive and Topeka Street, and Topeka Street between Cleveland Street and Tremont Street, would be converted into two-lane public streets with traffic calming elements (e.g., special paving within vehicular travel lane that slows traffic), which is appropriate for use as a Class III bike route. Further, the project would include new bicycle connections through the project site, such as bikeways, bicycle parking and bike share, dedicated transit ways, flexible curb space, and wayfinding.
Objective viii. Whenever possible, construct the bikeway system to utilize environmentally sensitive routing to minimize environmental impacts.	Consistent. The proposed project would enhance the existing bicycle circulation system through bicycle lane connectivity improvements, signage and safety enhancements which would reduce environmental impacts associated with safety hazards, and increasing bicycling opportunities in and around the project site. The proposed bicycle connects are not situated in environmentally sensitive areas.
Objective ix. Strive to include bicycle facilities including, but not limited to, bike lockers and locking racks at existing and new developments.	Consistent. The project includes residential development and hotel uses, therefore many of these facilities would be provided on-site or within each unit. Bicycle lockers are also available at the project site. Bicycle parking shall be provided in the amount of 5 percent of the total parking requirement; required parking shall be for commercial use. Bicycle racks would be provided in publicly accessible open space.
Policy 6.7. The City shall encourage large new developments to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users.	Consistent. Refer to response to Bicycle Facilities Objective ix.
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 security for the pedestrian. Utilize corrective measures through engineering, education, and enforcement.	Consistent. According to the Specific Plan, the project would introduce features such as enhanced crosswalks and consistent street tree planting where pedestrian activity is heaviest; and would provide suitable lighting and wayfinding signage to properly direct pedestrian and vehicular flows. The project proposes sidewalks with sufficient width to accommodate clear pedestrian passage while allowing sufficient room for street trees, streetscape amenities, and commercial activity such as sidewalk dining as appropriate. To facilitate visitor orientation and use and generate interest, the project would introduce wayfinding signs and graphic elements as appropriate; signage and graphic elements would be consistent with an overall program of public signage for the project that would discourage visual clutter, flash, or movement. The project would provide lighting to both increase nighttime safety and security and enrich the outdoor setting.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
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.	Consistent. A proposed public Station Plaza would function as the active hub of the project, providing convenience and comfort for waiting transit riders and commuters, while also accommodating various community-based events of modest scale, such as seasonal events, passive art installations and street musician performances, subject to the terms and conditions as stated in NCTD Ordinance 3, Section 2.6, *Commercial Activities, Solicitation, and Expressive Activities*. The plaza would feature a high level of amenities, including patterned hardscape, native landscape materials, decorative lighting, seating areas, and public art. Moreover, various streetscape enhancements and pedestrian amenities would promote walkability and improve pedestrian connections.
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.	Consistent. All site improvements would be built in compliance with the ADA and in accordance with local, State and federal access laws.
Objective i. Support projects, improvements, and programs that create a safer pedestrian walking environment.	Consistent. Refer to response to Pedestrian Facilities Goal 1 and Goal 4.
Objective ii. Encourage development patterns that promote walking and increase connectivity.	Consistent. Refer to response to Pedestrian Facilities Goal 1 and Goal 4. Roadways are reconfigured to better control and coordinate the complex vehicular movement patterns on-site, and to minimize conflict between pedestrians and vehicles. According to the Specific Plan, the project would introduce features such as enhanced crosswalks and consistent street tree planting where pedestrian activity is heaviest; and would provide suitable lighting and wayfinding signage to properly direct pedestrian and vehicular flows. The project proposes sidewalks with sufficient width to accommodate clear pedestrian passage while allowing sufficient room for street trees, streetscape amenities, and commercial activity such as sidewalk dining as appropriate.
Objective iv. Promote accessibility and mobility for all people including children, disabled, and the elderly.	Consistent. Refer to responses to Pedestrian Facilities Goal 1 and Goal 4.
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.	Consistent. Refer to response to Pedestrian Facilities Goal 1.
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 standards in areas with high pedestrian activity.	Consistent. Refer to responses to Pedestrian Facilities Goal 3 and Goal 4.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Policy 7.8. The City shall encourage the inclusion of public walkways, open space, or trails for pedestrian usage in large, private developments.	Consistent. Refer to responses to Pedestrian Facilities Goal 1 and Goal 3.
Policy 7.10. The City shall require all new developments to provide universal access (meaning access for all ages or persons with disabilities).	Consistent. Refer to response to Pedestrian Facilities Goal 4.
Environmental Resource Management Element	
Water Objective 3. Minimize pollution of water supplies, including lakes, rivers, streams, lagoons, and ground water.	Consistent. The project would be required to prepare a project-specific SWPPP during construction to reduce sediment transport, in addition to other construction BMPs to further reduce erosion and runoff. The SWQMP addresses the project's operational impacts to water quality and the potential pollutants of concern. These measures and plans are fully described in Section 5.6. 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.	Consistent. As discussed in detail in Sections 5.5 and 5.6, impacts related to soil erosion and siltation would be less than significant.
Coastal Preservation Objective 2. Review and develop plans for the wise utilization of the coastal areas for the general welfare and socio-economic benefit of the community as a whole, taking into consideration the environmental recommendations of the Coastal Zone Commission, Natural Flood Insurance Administration and other governmental agencies dealing with the planned management and preservation of coastal resources.	Consistent. The project is located within the Coastal Zone; visitor-serving uses are permitted and encouraged within the Coastal Zone and provide a socio-economic benefit to the community. The projects consistency with the CCA and City's LCP are addressed in Impact Statements LU-3 and LU-4.
Vegetation and Wildlife Habitats 1. Conserve and enhance vegetation and wildlife habitats, especially areas of rare, endangered, or threatened species.	Consistent. The project site is currently developed with the NCTD transit center, consisting of train platforms, NCTD offices, and two public surface parking lots. No natural vegetation communities are located on-site. Ground cover consists entirely of urban/developed areas. No special-status plant species were identified within the project site during the field survey. No special-status wildlife species were detected within the project site during the field survey. The project site is not located within U.S. Fish and Wildlife Service (USFWS)-designated Critical Habitat for any federally listed species.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Recreation and Scenic Areas 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.	Consistent. Refer to the Specific Plan Table 3-2, *Open Space Standards*. The open space framework encourages an outdoor lifestyle appropriate to a coastal environment, offering access to various public, communal, and private outdoor spaces and amenities. Collectively, this range of outdoor spaces would serve the broader community, on-site residents and workers, as well as commuters and visitors. Particular consideration is given to enhancing user enjoyment and enlivening the street environments. The proposed Station Plaza would function as the active hub of the project, and is designed to accommodate a variety of modestly scaled community activities and events (e.g., seasonal events, passive art installations, and street musician performances). The residentially focused buildings incorporate generous amenity courtyards functioning as a social gathering spot for residents, while roof decks afford sweeping ocean views. The NCTD Headquarters features cascading roof decks and terraces at each level. The proposed hotel incorporates amenity decks, including a pool deck, as well as private balconies with ocean views for west facing guestrooms.
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.	
Policy 0.1. Compact and sequenced infill community development shall be encouraged in order to concentrate expenditures for community facilities and services in a cost-effective manner.	Consistent. The project proposed a mixed-use, transit-oriented, infill development inclusive of residential uses, both market rate and affordable, a hotel, commercial/retail uses, private and public open space, parking, and a transit hub.
Policy 0.2. A thorough review of all social, economic, and environmental factors shall be conducted before major extensions of facilities or services are made by the City in order to evaluate land use impacts.	Consistent. The project's land use and environmental impacts are addressed in this EIR. The proposed mixed-use development would provide jobs and increase transient occupancy tax revenue for the City. Tourist and visitor-serving uses also bring an economic benefit to the community.
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.	Consistent. As discussed in Section 5.14, *Public Services and Recreation*, 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 recreational amenities 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 Applicant would be responsible to pay applicable development and park impact fees. Such fees for new residential development within the City go towards facilities such as (but not limited to) parks, public facilities, and schools.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
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 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).	Consistent. The project proposed a mixed-use, transit-oriented, infill development inclusive of residential uses, both market rate and affordable, a hotel, commercial/retail uses, private and public open space, parking, and a transit hub. Relevant subcomponents of Policy 0.6 would be addressed as follows: a) The proposed mixed-use development would be consistent with the surrounding commercial and residential uses. b) The project would make available private and publicly accessible open space amenities. f) The project would provide market-rate and very low-income housing stock for the City and a mix of land uses within the Specific Plan area. g) As discussed in Section 5.9, project air quality impacts would be less than significant. h) Refer to Master Transportation Roadway Plan, Goal 2, Objective i. j) The proposed mixed-use, infill, transit-oriented 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 5.15, no expansion of existing water and sewage systems would be required beyond the construction of on-site connections. m) As discussed in Section 5.6, proposed drainage flow patterns have been discussed in the report herein; and through the implementation of LID features and source, site, and treatment control BMPs, as discussed in the SWQMP, the project would effectively mitigate any increased runoff that is generated from post-project urbanization (i.e., increased impervious areas).
Community Facilities Element	
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.	Consistent. The Oceanside Fire Department reviewed and provided comments on the development applications. The current site plan has been approved by the Fire Department as meeting the applicable fire requirements.
Sanitary Sewer Policy 5.4. New development shall be responsible for on-site facility improvements required by that development.	Consistent. The project would construct all necessary on-site facility improvements required for the development of the proposed project.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
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.	Consistent. As discussed in Section 5.15, the *Water and Sewer Capacity Study for the Tremont Site, North County Transit District (NCTD) Oceanside Transit Center, 235 South Tremont Street, City of Oceanside, CA* (Water and Sewer Capacity Study) was prepared for the project. Based on the sewer model results, the 8-inch and 10-inch sewer downstream of the proposed project site in Cleveland Street have sufficient capacity to accept the generated wastewater flows from the project site and would not be negatively impacted by the proposed flow generation. The proposed on-site sanitary sewer would convey sewage throughout the project site into an 8-inch PVC sewer mainline, which would convey sewage to proposed manholes located within the project site along the sewer mainline, where it would then be conveyed to an existing manhole at the intersection of Seagaze Drive and Cleveland Street and to the existing off-site system. Project implementation would result in a determination by the wastewater treatment provider that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
Water Supply Policy 5.11. New development shall be responsible for on-site water facilities improvements required by that development.	Consistent. Development of the proposed project includes construction of adequately sized on-site water facilities.
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.	Consistent. Water service for the project would be provided by the City via connections to the existing developments adjacent to the project site, which would adequately serve the proposed 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.	
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.	Consistent. As discussed in Section 5.6, the project would construct a new storm drain pipe network and four underground detention basins to attenuate discharges from post-project conditions. As such, commensurate drainage impact fees would be paid to the City.
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.	Consistent. Refer to response to Policy 1.24H. Overall, the project would mitigate any increased runoff that is generated from post-project urbanization (i.e., increased impervious areas) upon implementation of the proposed storm drain pipes, four detention basins, LID features, and BMPs, as discussed in the SWQMP; refer also to Section 5.6.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
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 insure and maintain a smooth, functional, and safe circulation system.	Consistent. Refer to response to Master Transportation Roadway Plan Policy 3.6.
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.	Consistent. The project applicant would pay all fees required as part of the development process; such fees include, but are not limited to public facility fee requirements as applicable and determined by the City of Oceanside.
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.	Consistent. As discussed in Section 5.12, the proposed project would implement Mitigation Measures NOI-1 and NOI-2 in order to reduce noise impacts to a less than significant level. Mitigation Measure NOI-1 would require all construction equipment to be equipped with properly operating and maintained mufflers, stationary construction equipment to be located such that emitted noise is directed away from the nearest noise sensitive receptors, equipment staging areas to be located farthest away from sensitive receptors, and haul truck deliveries to be limited to the same hours specified for construction equipment (7:00 a.m. to 6:00 p.m. Monday through Friday). Mitigation Measure NOI-2 is directly related to vibration control and requires a qualified professional to prepare construction vibration control plans to utilize pneumatic impact equipment. Project operation is not anticipated to exceed applicable noise standards.
Policy 2. Noise shall be controlled at the source where possible.	Consistent. Refer to response to Noise Element Policy 1.
Policy 3. Noise shall be intercepted by barriers or dissipated by space where the source cannot be controlled.	Consistent. Refer to response to Noise Element Policy 1.
Policy 4. Noise shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.	Consistent. Refer to response to Noise Element Policy 1.
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.	Consistent. Refer to response to Noise Element Policy 1.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
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.)	Consistent. 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.
Recommendation 5. Land uses in the City of Oceanside should be planned in order to insure 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 (example- a new rest home or hospital should not be constructed in areas subjected to noise levels 65 dBA or higher).	Consistent. Refer to response to Noise Element Policy 1.
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.	Consistent. As discussed in Section 5.9, the project would not result in substantial air pollutant concentrations that would otherwise present a public health hazard. In addition, as outlined in Section 5.6, standard BMPs included in the SWPPP 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, compliance with all existing federal, State, and local laws related to the hazardous materials and implementation of Mitigation Measures HAZ-1 and HAZ-2 would reduce potential impacts during project construction to less than significant levels, and implementation of Mitigation Measure HAZ-3 would reduce potential impacts during project operation to less than significant levels.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
Method A. The reduction or elimination of the manufacture and use of hazardous materials in order to reduce risks to human health and the environment; **Method B.** The reduction of elimination of the generation or production of hazards materials (including wastes); **Method C.** The use of safer substitutes for hazardous materials; **Method D.** The recycling of hazardous materials whenever possible; **Method E.** The prevention and elimination of releases of hazardous materials into all media (air, water and land); **Method F.** The alteration or modification of manufacturing practices and/or processes to reduce or eliminate the use of hazardous materials and resulting hazardous wastes; **Method G.** The improvement of industrial, commercial, and residential housekeeping practices to eliminate or reduce the quantity or toxicity of hazardous materials and wastes; **Method J.** The implementation of practices and/or processes that encourage the on-site treatment through recycling of hazardous wastes without posing a threat to health and safety.	Consistent. The proposed project would be required to comply with the current federal, State, and local policies regarding the use, transport, storage, handling, and disposal of hazardous materials. To the extent feasible, the project would use only the required hazardous materials needed for the safe construction and continued operation of the development. With the exception of the disposal of commercially available hazardous materials, the project would not generate a substantial amount of hazardous materials or waste.
Method K. Notwithstanding the requirements on large generators of hazardous waste pursuant to SB 14 (Roberti, 1989), the "Hazardous Waste Source Reduction and Management 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.	Consistent. The project would comply with all applicable federal, State, and local laws regarding the use, handling, transport, storage, and disposal of hazardous waste.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
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 generators of hazardous wastes: • A hazardous Waste Reduction Plan and a Plan Summary; • A Hazardous Waste Management Performance report and a Report Summary documenting hazardous waste management approaches implemented by the generator.	Consistent. 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.
Energy and Climate Action Element	
Goal ECAE-1a. The Oceanside Community Will Significantly Reduce Its Dependence on Fossil Fuels	
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.	Consistent. San Diego Gas and Electric (SDG&E) provides electricity to the project site. SDG&E is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent of total procurement by 2030, and 100 percent of total procurement by 2045. The project would purchase an energy portfolio with at least 75 percent renewable as soon as it becomes available.
Goal ECAE-1c. The City Will Encourage Energy Efficiency and Conservation in New Development	
Policy ECAE-1c-7. As an alternative to natural gas, encourage building electrification, including electric heat pump appliances, space heaters, and water heaters.	Consistent. The project would be required to comply with the most current version of the Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating, and cooling equipment, building insulation and roofing, and lighting. Implementation of the 2022 Title 24 Standards significantly reduces energy usage. The Title 24 Building Energy Efficiency Standards are updated every three years and become more stringent with each update; therefore, complying with the latest 2022 Title 24 Standards would make the project more energy efficient than existing buildings built under the earlier versions of the Title 24 Standards.

Table 5.1-1, continued

Applicable General Plan Policies	Project Consistency Analysis
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.	Consistent. The project site is located within, and would redevelop, the existing NCTD transit center. The proposed land use framework supports transit-oriented development, recognizing the site's function as a regional transit hub, and emphasizing mixed-use development that incorporates a significant residential component to promote transit ridership. The proposed circulation framework supports the land use concept in achieving a transit- and pedestrian-oriented development. Transit improvements and enhancements to the pedestrian and bicycle networks are designed to increase transit ridership, especially through better commuter connections; promote walkability and livability; and improve the safety and convenience of on-site circulation. Additionally, the project site is located in a SGOA, as designed by SANDAG.
Goal ECAE-5a. By 2035, The City Will Expand Its Tree Canopy To At Least 25% Coverage Citywide	
Policy ECAE-5a-6. Prioritize street tree planting in lower-income neighborhoods.	Consistent. Fifteen percent of the apartments (approximately 82 units) would be designated as affordable units. The proposed landscape design would exceed the City's Urban Forestry Ordinance which mandates a 12 percent tree canopy for the site; the proposed site design anticipates 16 percent coverage.

OCEANSIDE ZONING ORDINANCE

LU-2 THE PROPOSED PROJECT COULD CONFLICT WITH OCEANSIDE ZONING ORDNANCE STANDARDS OR REGULATIONS.

Impact Analysis: Based on the Zoning Map, the project site is divided into several zones: Subdistrict D-14, Subdistrict D-5, PUT, OP, and R-3. The proposed project involves a Zone Amendment (ZA) to change the site's zoning to SP. A Development Plan would be processed concurrently with the ZA and Specific Plan, and in accordance with the processes and procedures as described in Article 43 of the Zoning Ordinance. The Development Plan is required to comply with the permitted uses and development criteria as set forth in the Specific Plan and other applicable regulations contained in the Zoning Ordinance. The Oceanside Planning Division and other appropriate City Departments would review the Development Plan and Specific Plan, with final review and approval by the Planning Commission. The Planning Commission has authority to impose conditions of approval on the Development Plan. The intent is to ensure architectural compliance with the City's ordinances, and to ensure that the proposal does not create public service and facility demands that exceed the capacity of existing and planned infrastructure.

The SP zoning district is intended to support mixed-use development that is compatible with the proposed land use distribution. The proposed Specific Plan would allow for the development of a combination of live/work quarters and multi-family market-rate and affordable residential unit types, as well as public, commercial/office, commercial retail and services, visitor accommodations, and parking building types; refer to Table 4.1, *Land Use Regulations*, of the Specific Plan. Further, the project would increase the community's housing supply, introducing a total of 547 new units, of which 15 percent (approximately 82 units) would be designated as affordable units. Pursuant to the requirements of the City's Inclusionary Housing Ordinance (Municipal Code Chapter 14C, *Inclusionary Housing*) that specifies at least ten percent of units shall be reserved for low-income residents as defined by the ordinance. The project would designate 55 units for low-income residents pursuant to the Municipal Code. The remaining 27 affordable housing units would be reserved for moderate-income residents. As such, upon approval of the ZA and adoption of the Specific Plan, development of the 547-unit mixed-use community would be allowed under the proposed SP zone per the Specific Plan.

Additionally, Section 5, *Public Realm Standards & Guidelines*, and Section 6, *Private Realm Standards and Guidelines*, of the Specific Plan include a number of design guidelines and development standards that would guide future development of the site. Design guidelines include those related to site planning, architectural integrity, landscape and open space, art-in-public places, signage, and sustainability. Development standards detailed in the Specific Plan include those related to allowed intensity, density, building height, building setbacks, buildings encroachments, open space/landscaping, parking requirements, sustainability, water efficient landscape standards, and signage.

Future development on-site would be required to comply with the Specific Plan development standards and design guidelines. Thus, upon approval of the ZA, the project would not conflict with the Municipal Code. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CALIFORNIA COASTAL ACT

LU-3 THE PROPOSED PROJECT COULD CONFLICT WITH RELEVANT SECTIONS OF THE CALIFORNIA COASTAL ACT.

Impact Analysis: The Coastal Act (Public Resources Code Section 30200, Coastal Resources Planning and Management Policies) contains specific sections pertaining to land use and planning within the Coastal Zone. Table 5.1-2, *California Coastal Act Project Consistency Analysis*, provides an analysis of the proposed project's consistency with relevant Coastal Act sections.

Table 5.1-2
California Coastal Act Project Consistency Analysis

Applicable Coastal Act Sections	Project Consistency Analysis
Public Access	
Section 30212.5. Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.	Consistent. Parking facilities are located and designed to provide convenient and safe parking for site occupants and visitors, including the parking structure that will serve the NCTD office employees and the public, as well as basement and lower-level parking serving the residents. The project provides parking sufficient to replace the existing public parking serving the transit center, as well as parking to meet the needs of the proposed land uses. A combination of subterranean and above-ground parking garages is employed to satisfy the total parking demand generated by development on-site. Shared parking and reduced parking ratios are encouraged in accordance with the mixed-use and transit orientation of the project; transit-oriented development reduces parking needs by promoting alternative modes of transportation. Additionally, parking facilities include assigned spaces for electric vehicles.
Marine Environment	
30231. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.	Consistent. While the project site is located within the Coastal Zone, it is not adjacent to coastal waters, streams, wetlands, estuaries, or lakes. Nevertheless, project construction and operations would be required to comply with NPDES program requirements regarding stormwater runoff and soil erosion and implement BMPs in accordance with the project's SWQMP and SWPPP. Such BMPs would assist in reducing stormwater runoff, encouraging water conservation on-site, and utilizing landscaping to allow infiltration on-site.

Table 5.1-2, continued

Applicable Coastal Act Sections	Project Consistency Analysis
Land Resources	
Section 30244. Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.	Consistent. Section 5.4 analyzes the project's potential impacts on archaeological resources, and Section 5.5 evaluates the project's potential impacts on paleontological resources. Mitigation Measures CUL-1 through CUL-4 would reduce potential impacts to archaeological resources if found during ground-disturbing construction activities. Further, Mitigation Measure GEO-1 would require full-time paleontological monitoring. As such, implementation of Mitigation Measures CUL-1 through CUL-4 and GEO-1 would ensure project development does not adversely impact archaeological or paleontological resources.
Development	
Section 30250. (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels. (b) Where feasible, new hazardous industrial development shall be located away from existing developed areas. (c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.	Consistent. Refer to lettered corresponding analysis below. (a) The project area is urbanized, predominantly built out, and served by existing public services, including water, wastewater, stormwater, and solid waste services; refer to Section 5.15. Thus, future development of the project site in accordance with the Specific Plan would occur within, contiguous with, or in close proximity to, existing developed areas. While the project site is within the Coastal Zone, it is approximately 0.15 mile from the coast and is physically separated from the coast by railroad right-of-way and existing development. As such, there are no coastal resources in the site vicinity that could be impacted by the proposed residential development. Further, given that the project site is developed and built out, no land divisions of undeveloped areas would occur within the project site. (b) No industrial or hazardous uses would be permitted on the project site. (c) Visitor-serving facilities would include publicly accessible open space and commercial uses within the mixed-use community.

Table 5.1-2, continued

Applicable Coastal Act Sections	Project Consistency Analysis
Section 30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.	Consistent. Views of the Pacific Ocean, San Luis Rey River, Buena Vista Lagoon, Oceanside Harbor, and Oceanside Pier are designated by the LCP as important scenic resources. The project site does not afford public views of the Pacific Ocean or Oceanside Pier due to intervening topography, structures, and vegetation. However, off-site public views in the area provide scenic views of the Pacific Ocean and Oceanside Pier. Although the proposed project would modify the visible building massing on-site, the project would not block scenic views of the Pacific Ocean or Oceanside Pier from public vantage points. Key views, as depicted in Exhibit 5.2-1 through Exhibit 5.2-3, *Existing and Proposed Condition*, show that the project's elevation would not result in significant view blockage of the Pacific Ocean. Further, the project site is not located in a highly scenic area as designated by the *California Coastline Preservation and Recreation Plan*, Plate A-3, *Landscape Preservation and Recreation Resources*. Coastal bluffs are also considered important scenic resources by the Coastal Act; however, views of coastal bluffs are not afforded from the project site or site vicinity.
Section 30252. The location and amount of new development should maintain and enhance public access to the coast by: (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.	Consistent. Refer to numbered corresponding analysis below. (1) The project is located within and proposes to improve the existing NCTD transit center; the provision of transit service is inherent to the project goals and objectives. (2) The proposed mixed-use, transit-oriented development would provide commercial/retail and food and beverage services, totaling 29,196 square feet, would allow for uses such as an art studio, bar and cocktail lounge, brewery/winery, convenience market, restaurants, health club and spa, and commercial recreation and entertainment. (3) The proposed circulation framework supports the land use concept in achieving a transit- and pedestrian-oriented development. Transit improvements and enhancements to the pedestrian and bicycle networks are designed to increase transit ridership, especially through better commuter connections; promote walkability and livability; and improve the safety and convenience of on-site circulation. (4) Refer to response to Coastal Act Sections 30212.5 and 30252 (1). (5) No high intensity uses such as high-rise office buildings are proposed. (6) The open space framework encourages an outdoor lifestyle appropriate to a coastal environment, offering access to various public, communal, and private outdoor spaces and amenities. Collectively, this range of outdoor spaces will serve the broader community, on-site residents and workers, as well as commuters and visitors. Particular consideration is given to enhancing user enjoyment and enlivening the street environments. The proposed Station Plaza will function as the active hub of the project, providing convenience and comfort for waiting transit riders and commuters, while also accommodating various community-based

Table 5.1-2, continued

Applicable Coastal Act Sections	Project Consistency Analysis
	events of modest scale, such as seasonal events, passive art installations and street musician performances, subject to the terms and conditions as stated in NCTD Ordinance 3, Section 2.6, *Commercial Activities, Solicitation, and Expressive Activities*. Additionally, public art pieces and/or special landscape features within outdoor spaces would be included, especially at activity nodes or as focal points to enrich outdoor gathering spaces. The residentially focused buildings incorporate generous amenity courtyards functioning as a social gathering spot for residents, while roof decks afford sweeping ocean views. The NCTD Headquarters features cascading roof decks and terraces at every level, providing employees access to outdoors at every level of the building. The hotel incorporates amenity decks, including a pool deck, as well as private balconies with ocean views for west-facing guestrooms. Thus, the project would not increase demand for existing coastal recreational facilities in a manner that adversely impacts such facilities.

Table 5.1-2, continued

Applicable Coastal Act Sections	Project Consistency Analysis
Section 30253. New development shall do all of the following: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development. (d) Minimize energy consumption and vehicle miles traveled. (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.	Consistent. Refer to lettered corresponding analysis below. (a) Refer to Section 8.0, *Effects Found Not to Be Significant*. The project site is not located in these hazard areas. (b) No natural coastal landforms, including bluffs or cliffs, are located in the project area. Thus, future development would result in no impact in this regard. (c) As analyzed in Section 5.9, the project would not exceed established air quality emission thresholds for construction and operational activities upon compliance with existing regulations. (d) As analyzed in Section 5.8, the project consists of a mix of residential, commercial (i.e., retail, office, hotel), and transit improvements. According to the Transportation Analysis, the proposed mixed-use project meets five of the project types listed in Table 2 of the City's Transportation Guidelines. As such, the project would be screened out from additional VMT analysis, and less than significant VMT impacts would occur. Additionally, according to Section 5.11, *Energy*, the project would not cause wasteful, inefficient, and unnecessary consumption of building energy during project construction or operation or preempt future energy development or future energy conservation. (e) The project would promote economic development in the Coastal Zone, while enhancing livability and walkability by accommodating a compatible mixture of uses that extends the activity of the downtown core into the planning area; deliver benefits to the public by increasing the available housing supply, including the provision of affordable units, while providing for amenities that create a destination and enrich the quality of life for on-site occupants and the community-at-large; ensure compatibility with surrounding land uses and improve the character of the surrounding community; and achieve a high standard of design through application of development standards and design guidelines that support mixed-use development typologies and promote effective placemaking.

Source: Public Resources Code, *California Coastal Act of 1976*.

As shown in Table 5.1-2, the project would be consistent with each of the relevant Coastal Act sections and a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LOCAL COASTAL PROGRAM

LU-4 THE PROPOSED PROJECT COULD CONFLICT WITH POLICIES PROVIDED IN THE LOCAL COASTAL PROGRAM.

Impact Analysis: Specific geographic areas within Oceanside are regulated by different documents that make up the City's LCP. The project site is subject to the LCP, specifically the General Plan Land Use Elements and the Zoning Code. As analyzed under Impact Statements LU-1 through LU-3, the project would be consistent with the General Plan, Municipal Code, and Coastal Act, respectively. Further, Table 5.1-3, *Local Coastal Program Land Use Plan Consistency Analysis*, provides an analysis of the proposed project's consistency with relevant LCP policies.

Further, given that the entire Specific Plan area is within the Coastal Zone, an LCP Amendment would be required to reflect the proposed land use and zoning district classifications. The LCP Amendment would be reviewed for approval by the City and CCC. Upon approval of the LCP Amendment, the project would be consistent with the LCP, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

Table 5.1-3
Local Coastal Program Land Use Plan Consistency Analysis

Applicable Local Coastal Program Land Use Plan Policies	Project Consistency Analysis
Objective 1: Coastal Access. Adequate access to and along the coast shall be provided and maintained.	
Policy 1.6: The Redevelopment Department shall develop plans - for a pedestrian overpass from the Oceanside Transit Center over the railroad tracks to facilitate access for beach users.	Consistent. An existing subterranean pedestrian tunnel under the railroad right-of-way currently accommodates pedestrian connectivity from the train platforms to Tyson Street to the south. The project would maintain this pedestrian passage. Refer to Exhibit 3-8c, *Pedestrian Circulation Framework Plan*, for a detailed layout of proposed pedestrian facility.

Table 5.1-3, continued

Applicable Local Coastal Program Land Use Plan Policies	Project Consistency Analysis
Objective 2: Recreation and Visitor-Serving Facilities. The City shall provide and maintain a wide range of public recreation areas, beach support facilities, and visitor-serving facilities, commensurate with need.	
Policy 2.6: Lower cost visitor and recreational facilities shall be protected, encouraged, and, where possible, provided.	Consistent. The proposed open space framework encourages an outdoor lifestyle appropriate to a coastal environment, offering access to various public and communal outdoor spaces and amenities. Collectively, this range of outdoor spaces would serve the broader community as well as commuters and visitors. The proposed Station Plaza would function as the active hub of the project, providing convenience and comfort for waiting transit riders and commuters, while also accommodating various community-based events of modest scale, such as seasonal events, passive art installations and street musician performances, subject to the terms and conditions as stated in NCTD Ordinance 3, Section 2.6, *Commercial Activities, Solicitation, and Expressive Activities*. The proposed hotel incorporates amenity decks, including a pool deck, as well as private balconies with ocean views for west-facing guestrooms. Moreover, various streetscape enhancements and pedestrian amenities would promote walkability and improve pedestrian connections.
Policy 2.7: In granting approvals for new development within the Coastal Zone, the City shall give priority to visitor serving commercial recreation facilities over private residential, general industrial or general commercial uses.	Consistent. While the project includes a large residential component, the proposed development would also develop a 170-room boutique hotel and commercial/retail and food and beverage services (totaling 29,196 square feet) that would allow for uses such as an art studio, bar and cocktail lounge, brewery/winery, convenience market, restaurants, health club and spa, and commercial recreation and entertainment. Publicly accessible outdoor space at the proposed Station Plaza would also provide visitor-serving commercial recreational amenities.
Policy 2.10: The City shall continue to promote coastal tourism through the revitalization of the coastal area and upgrading of visitor amenities.	Consistent. The project would promote economic development in the Coastal Zone, while enhancing walkability by accommodating a compatible mixture of uses that extends the activity of the downtown core into the planning area; deliver benefits to the public by providing for amenities that create a destination and enrich the quality of life for the community-at-large. To facilitate visitor orientation and use and generate interest, the project would introduce wayfinding signs and graphic elements as appropriate. The proposed Station Plaza would also function as the active hub of the project, providing convenience and comfort for waiting transit riders and commuters, while also accommodating various community-based events of modest scale, such as seasonal events, passive art installations and street musician performances, subject to the terms and conditions as stated in NCTD Ordinance 3, Section 2.6, *Commercial Activities, Solicitation, and Expressive Activities*.

Table 5.1-3, continued

Applicable Local Coastal Program Land Use Plan Policies	Project Consistency Analysis
Policy 2.14: No new development on railroad right-of-way for any non-railroad operations purposes (other than public parking lots) shall occur until a Precise Plan for the area is approved by the Commission. Said plan shall include designation of parking areas in locations generally consistent with [Land Use Plan Policy 2.13] and an implementation plan for the parking areas.	Consistent. The project site is bounded by railroad right-of-way to the west. The project proposal includes approval of a Specific Plan to allow construction of a mixed-use transit-oriented community with office, retail, hotel, transit, community facilities, and multi-family residential uses, as well as public and private open space and associated parking and landscaping. The project would provide parking sufficient to replace the existing public parking serving the transit center, as well as parking to meet the needs of the proposed land uses. A combination of subterranean and above-ground parking garages is proposed to satisfy the total anticipated parking demand. Shared parking is encouraged in accordance with the mixed-use and transit orientation of the project; transit-oriented development reduces parking needs by promoting alternative modes of transportation. Additionally, parking facilities include assigned spaces for electric vehicles. Applicable standards are presented in Table 3-1, *Parking and Loading Standards*.
Policy 2.15: Because of high cost of land along the immediate shoreline, the City shall attempt to locate new parking facilities at lower-cost landward areas, and link those parking areas to the beach by pedestrian access, public transit, and beach area vehicular drop-off points.	Consistent. Commuters and visitors accessing the transit services, retail, and dining, would park at the existing City-owned parking structure; or the project's proposed parking structure at the northeast corner of Cleveland Street and Topeka Street, with entrances on Cleveland Street and Tremont Street. There would also be curb space on Cleveland Street where transit users can load and unload from their vehicles. An existing subterranean pedestrian tunnel under the railroad right-of-way currently provides pedestrian connectivity from the train platforms to Tyson Street to the south. The project would maintain this pedestrian passage.
Policy 2.17: The City shall require that all new residential development provides adequate on-site parking. In areas where beach parking demand is critical, parking requirements for new residential development shall be strictly enforced. Curb cuts for new development shall be held to a minimum to preserve existing on-street parking.	Consistent. Refer to response to Policy 2.15. Applicable residential parking standards are presented in Table 3-1, *Parking and Loading Standards*. The project would construct two residential buildings with parking structures. The first building is located between Topeka Street and Michigan Avenue. The second building is located between Michigan Avenue and Missouri Avenue. Residents parking in the northerly building would access the parking garage driveway on Topeka Street and on Michigan Avenue. Residents accessing the southerly building would access the parking garage driveway on Michigan Avenue and on Missouri Avenue.

Table 5.1-3, continued

Applicable Local Coastal Program Land Use Plan Policies	Project Consistency Analysis
Policy 2.24: The City shall continue to work with the California Department of Transportation, North County Transit District and other affected agencies to improve alternatives to private automobile use, including public transit (bus or other means), bicycle and pedestrian travel, and multi-modal combinations (e.g., "park-n-ride", shuttle service).	Consistent. As a transit-oriented development, the project would incorporate a series of transit improvements intended to enhance the user experience and increase transit use, emphasizing improved intermodal connectivity. The proposed Specific Plan supports alternative modes of transportation and reduces the need for personal vehicle use by strengthening pedestrian and bicycle connectivity. The project proposes to create a strong pedestrian connection from south to north through the site leading to the downtown core by reconfiguring South Cleveland Street, introducing active ground floor uses, and providing streetscape amenities. Various mobility hub improvements are proposed to accommodate transit users, pedestrians, and bicyclists, including enhanced transit waiting areas and passenger loading, pedestrian walkways and crossings, bikeways, bicycle parking and bike share facilities, dedicated transit ways, flexible curb space, and wayfinding signage. The project proposes a series of transit improvements intended to enhance the user experience and increase transit use, emphasizing improved intermodal connectivity. These improvements include a modern intermodal transportation center, safe and efficient bus circulation, and installation of commuter bus bays, and relocation of bus transfer center at the southern end of the site along the extended South Cleveland Street.
Objective 3: Water and Marine Resources. The City shall work with the Regional Water Quality Control Board and other appropriate agencies to prevent degradation of Oceanside's Coastal waters.	
Policy 3.2: As part of its environmental review process, the City shall establish measures on a project-by-project basis to minimize the introduction of dissolved grease, oil, paints, pesticides, construction waste, and other pollutants into the urban runoff.	Consistent. The project would be required to prepare a project-specific Storm Water Pollution Prevention Plan (SWPPP) to reduce sediment transport during construction activities, in addition to other construction best management practices (BMPs) to further reduce erosion and runoff. The Storm Water Quality Management Plan (SWQMP) addresses the project's operational impacts to water quality and the potential pollutants of concern. These measures and plans are fully described in Section 5.6, *Hydrology and Water Quality*. Project impacts related to water quality were determined to be less than significant. The project applicant would be required to prepare and submit a standard urban stormwater mitigation plan (SUSMP), which would include applicable Low Impact Development (LID) requirements set forth in the MS4 Permit. Additionally, the site would be designed to control pollutants, pollutant loads, and runoff volume to the extent feasible by including pervious surface areas and controlling runoff from impervious surfaces through implementation of BMPs. Additionally, the proposed project would be required to comply with all State, County, and local regulations regarding stormwater runoff during the operational phase.

Table 5.1-3, continued

Applicable Local Coastal Program Land Use Plan Policies	Project Consistency Analysis
Objective 6. Visual Resources and Special Communities. The City shall protect, enhance and maximize public enjoyment of Coastal Zone scenic resources. The City shall, through its land use and public works decisions, seek to protect, enhance, and restore visual quality of urban environment.	
Policy 6.4: The City shall maintain existing view corridors through public rights-of-way.	Consistent. As analyzed in Section 5.2, the site layout would maintain view corridors by establishing a block pattern that protects scenic views of the ocean along east-west oriented streets. Key views, as depicted in Exhibit 5.2-1 through Exhibit 5.2-3, *Existing and Proposed Condition*, show that the project's elevation would not result in significant view blockage of the Pacific Ocean. The residentially focused buildings are designed around amenity courtyards to create a U-shape layout that opens toward the ocean and maximizes views for their occupants. As depicted in the renderings in Exhibit 5.2-6 through Exhibit 5.2-9, *Existing and Proposed Condition*, the proposed scale of development would be compatible with the downtown environment, with building heights not to exceed six stories.
Policy 6.6: Open space buffers or greenbelts shall be provided along major scenic corridors.	Consistent. The project proposes a mixed-use development located within the Coast Highway Corridor. A variety of landscaping and streetscape guidelines within the proposed Specific Plan would ensure that a buffer to the surrounding residential and commercial uses, including appropriate setbacks, street trees, and street furniture, is developed. Landscaping would be provided along the boundaries of the property. Chapter 5 of the Specific Plan provides guidelines on public open spaces, and Chapter 6 provides guidelines on the private realm, including appropriate setbacks, encroachments, and screening.
Policy 6.8: The City shall ensure that all new development is compatible in height, scale, color and form with the surrounding neighborhood.	Consistent. The proposed Specific Plan includes development standards and design guidelines that would facilitate a unified and cohesive development that ensures visual compatibility with the character of the surrounding area. The development plan takes advantage of the east-west topographic differential to provide a significant portion of the parking in subterranean facilities, thereby reducing the apparent scale and mass of the proposed buildings. A consistent architectural language would be incorporated to ensure that buildings relate to one another yet accommodate variations according to each building program and use. A modern design language is expressed in features such as clean lines and deep eaves and balconies, creating a dramatic play of light and shadow and accentuating the strong horizontal line of the exterior building architecture. High quality materials and finishes would be used consistently, appropriate to the coastal setting and the overall character of the project. The proposed conceptual landscape plan would reinforce the site plan layout and function and complement the proposed architectural character.

Table 5.1-3, continued

Applicable Local Coastal Program Land Use Plan Policies	Project Consistency Analysis
Policy 6.9: In areas where a change to a more intensive use is proposed, adequate buffers or transition zones (such as increased setbacks, landscaped barriers, decorative walls) shall be provided.	Consistent. Refer to response to Policy 6.8. Standards related to encroachments for stoops, porches, access ramps and stairs, and balconies and architectural overhangs are also included.
Policy 6.11: The City shall encourage variety, creativity, and site-responsive design for all new development.	Consistent. Refer to response to Policy 6.8. The proposed conceptual landscape plan would reinforce the site plan layout and function and complement the proposed architectural character within the context of a coastal transit-oriented community.
Policy 6.13: New development shall utilize optimum landscaping to achieve the following effects: a. Accent and enhance desirable site characteristics and architectural features. b. Soften, shade and screen parking and other problem areas. c. Frame and accent (but not obscure) coastal views. d. Create a sense of spaciousness, where appropriate. e. In areas where significant natural vegetation exists, replant, as appropriate, developed areas with native drought-tolerate species.	Consistent. Per the Specific Plan, the proposed landscape design standards would function and complement the project's architectural character; refer to Exhibit 3-9, *Landscape Concept Plan*. The selected plant palette emphasizes native and drought-tolerant species to reflect local character, promote sustainability, and minimize long-term site maintenance. Canopies are provided to shade the public plaza and train platform; additional shade structures and seating are provided with each bus bay. A variety of landscaping and streetscape guidelines would ensure that a buffer to the surrounding residential and commercial uses, including appropriate setbacks, street trees, and street furniture, is developed. Landscaping would be along the boundaries of the property. Chapter 5 of the Specific Plan provides guidelines on public open spaces, whereas Chapter 6 provides guidelines on the private realm, including appropriate setbacks, encroachments, and screening.
Objective 7. New Development and Public Works. The City endorses infilling and revitalization of the Coastal Zone for the purpose of creating an attractive, balanced, and economically sound urban environment.	
Policy 7.2: The City shall promote development of a high level of transportation facilities, public services and amenities in the Coastal Zone as a means for reducing energy consumption and vehicle miles traveled. Such actions include: a. Support continued high levels of North County Transit District Service to all portions of the Coastal Zone. b. Support expansion and upgrading of Amtrak service, commensurate with need, but oppose the proposed bullet train because of unmitigable effects on Coastal Zone resources. c. Encourage preservation of existing and development of new neighborhood commercial uses such as markets, banks and small retail stores. d. Support development of a wide variety of private and public recreational and tourist facilities which can attract and serve both visitors and residents.	Consistent. The project site is currently developed with the NCTD transit center. Existing service at the transit center includes the NCTD COASTER, NCTD SPRINTER, Metrolink, Burlington Northern and Santa Fe, and Amtrak Pacific Surfliner transit (rail) routes, NCTD LIFT Americans with Disabilities Act Paratransit Service, as well as bus route service operated by NCTD. The project proposal includes approval of a Specific Plan to redevelop the site into a mixed-use transit-oriented community with office, retail, hotel, transit, community facilities, and multi-family residential uses, as well as public and private open space and associated parking and landscaping. The open space framework encourages an outdoor lifestyle appropriate to a coastal environment, offering access to various public, communal, and private outdoor spaces and amenities. Collectively, this range of outdoor spaces would serve the broader community, on-site residents and workers, as well as commuters and visitors. Particular consideration is given to enhancing user enjoyment and enlivening the street environments. The proposed Station Plaza would function as the active hub of the project, providing convenience and comfort for waiting transit riders and commuters, while also accommodating various community-based events of modest scale, such as seasonal events, passive art installations and street musician

Table 5.1-3, continued

Applicable Local Coastal Program Land Use Plan Policies	Project Consistency Analysis
e. Encourage continued development of bicycle and pedestrian facilities per the LCP access policies.	performances, subject to the terms and conditions as stated in NCTDOrdinance 3, Section 2.6, Commercial Activities, Solicitation, and Expressive Activities.. The residentially focused buildings incorporate generous amenity courtyards functioning as a social gathering spot for residents, while roof decks afford sweeping ocean views. The NCTD Headquarters features cascading roof decks and terraces at each level. The proposed hotel incorporates amenity decks, including a pool deck, as well as private balconies with ocean views for west-facing guestrooms. The Specific Plan supports alternative modes of transportation and reduces the need for personal vehicle use by strengthening bicycle connectivity through the project site. As shown on Exhibit 3-8b, *Bicycle Circulation Framework Plan*, bicycle infrastructure would include bikeways, bicycle parking and bike share, dedicated transit ways, flexible curb space, and wayfinding. Cleveland Street between Seagaze Drive and Topeka Street, and Topeka Street between Cleveland Street and Tremont Street, would be converted into two-lane public streets with traffic calming elements (e.g., special paving within vehicular travel lane that slows traffic), which is appropriate for use as a Class III bike route. A strong pedestrian connection from south to north through the site leading to the downtown core is accomplished through reconfiguration of South Cleveland Street, introduction of active ground floor uses, and the provision of streetscape amenities. Enhanced crosswalks would be constructed along Cleveland Street through the project site, including the intersection of Cleveland Street and Seagaze Drive; along Tremont Street at the intersections of Topeka Street and Michigan Avenue; and at the intersection of Cleveland Street and Missouri Avenue.
Policy 7.4: The City shall approve new development in the Coastal Zone only if essential public facilities will be available to serve that development.	Consistent. As analyzed in Section 5.14, *Public Services and Recreation*, the project would result in less than significant impacts to fire, police, school, library, and park services upon payment of development impact fees and implementation of project features that ensure compliance with existing local and State regulations (e.g., providing adequate emergency access and compliance with the California Fire Code).

Source: City of Oceanside, *Local Coastal Program Land Use Plan, Summary of Findings and Policies*, adopted April 24, 1985, certified July 10, 1985.

COAST HIGHWAY VISION AND STRATEGIC PLAN

LU-5 THE PROPOSED PROJECT COULD CONFLICT WITH POLICIES PROVIDED IN THE COAST HIGHWAY VISION AND STRATEGIC PLAN.

Impact Analysis: The CHVSP is an advisory document that provides guidance for revitalization of the Coast Highway Corridor. It envisions the Oceanside Transit Center as a transit-oriented development that becomes an extension of the downtown business area. The plan depicts the project

site as in-fill mixed-use development that incorporates a town square and transit facilities and reconnects Cleveland Street. Along the realigned Cleveland Street, through the project site, new public amenities, bikeways, bicycle parking and bike share, dedicated transit ways, flexible curb space, and wayfinding, would be installed. The City is currently initiating an effort to study and begin the design process for the street enhancements and changes proposed as part of the Vision and Strategic Plan. This effort, called the Coast Highway Corridor Study, will assess existing and future transportation conditions along the corridor and on surrounding streets in order to identify the preferred approach to implementing the recommendations contained in the CHVSP. The study effort will focus on assessing projects that are consistent with the Vision and Strategic Plan and address the needs of the community through: improving pedestrian and bicycle infrastructure with a focus on safety and comfort; enhancing access to transit; modifying the roadway with improvements such as roundabouts to improve traffic flow; improving parking access to businesses along the corridor; and encouraging economic development through improvements in mobility and the public streetscape. Specifically, the Coast Highway Corridor Study would include an analysis of the multi-modal corridor to develop a road diet alternative that complements the goals and vision of the CHVSP while managing existing traffic flow for all modes of transportation, including a series of proposed roundabouts along the corridor, assessing the diversion of traffic to parallel and adjacent streets, and gaining community support for the eventual preferred alternative.

As a transit-oriented infill development, the proposed project is consistent with the CHVSP. As described under Impact Statements LU-1 through LU-5, the project involves a number of pedestrian, bicycle, and transit improvements to enhance the transit-oriented development for existing and future residents and transit users and includes public and private open space and recreational amenities. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SAN DIEGO ASSOCIATION OF GOVERNMENTS

LU-6 THE PROPOSED PROJECT MAY CONFLICT WITH SANDAG'S 2021 REGIONAL PLAN POLICIES.

Impact Analysis: The SGOAs were identified through a regional comprehensive plan development process, where members from each jurisdiction and public feedback was solicited and included in the Smart Growth Concept Map. According to SANDAG, the Concept Map is a key tool used to implement the 2021 Regional Plan, as it identifies locations within the SANDAG region that can support smart growth and transportation investments. Eight SGOAs are identified as locations prime for compact, walkable, mixed-use development near transit and encompass a 0.5-mile radius surrounding an existing transit station.

As show on Figure 3, *SANDAG Smart Growth Opportunity Areas*, of the Transportation Analysis, the project site is located in one of SANDAG's eight SGOAs. Subsequently, it could be inferred that the proposed mixed-use transit-oriented development is consistent with the 2021 Regional Plan.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

OCEANSIDE CLIMATE ACTION PLAN

LU-7 THE PROPOSED PROJECT MAY CONFLICT WITH THE CITY'S CLIMATE ACTION PLAN.

Impact Analysis: The CAP 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 CAP outlines measures the Oceanside community will take to make progress towards meeting the State of California's 2050 GHG reduction goal. The project would be consistent with the CAP Consistency Checklist, refer to Table 5.10-2, *Climate Action Plan Checklist Consistency Analysis*. Refer to Appendix 11.10 for the complete CAP Consistency Checklist.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts."

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, COULD CONFLICT WITH LAND USE PLANS, POLICIES OR REGULATIONS ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT.**

Impact Analysis: Table 4-1 identifies related projects in the project vicinity determined as having the potential to interact with the proposed project to the extent that a significant cumulative land use impact may occur. Development projects within the City and neighboring jurisdictions undergo a similar plan review process to determine potential land use planning policy and regulation conflicts. Each cumulative project would be analyzed independent of other projects, within the context of their respective land use and regulatory setting. As part of the review process, each project would be required to demonstrate compliance with the provisions of the applicable jurisdiction's land use designation(s) and zoning district(s). Each project would be analyzed to ensure consistency and compliance with the applicable jurisdiction's General Plan goals and policies, Municipal Code regulations, and other applicable land use plans or policies (e.g., LCP, CHVSP, CAP, etc.).

As analyzed above, the proposed project would be consistent with relevant goals, policies, and/or standards from the General Plan, Municipal Code, Coastal Act, CHVSP, 2021 Regional Plan, and CAP. Thus, the proposed project would not result in significant cumulatively considerable impacts in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.1.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to land use and relevant planning have been identified.

5.2 AESTHETICS/LIGHT AND GLARE

This section assesses the potential for aesthetic impacts using accepted methods of evaluating visual quality, as well as identifying the type and degree of change the proposed project would likely have on visual resources. The analysis in this section is primarily based on information provided by the City and verified through site reconnaissance conducted by Michael Baker International (Michael Baker) on October 26, 2022.

5.2.1 EXISTING SETTING

Oceanside is located along the coast in the northern portion of San Diego County, just south of Orange County. Geographically, Oceanside is situated within the Peninsular Ranges Geomorphic Province of California, which stretches from the Los Angeles basin to the tip of Baja California in Mexico. The City is surrounded by Marine Corps Base Camp Pendleton to the north, the City of Vista to the east, the City of Carlsbad to the south, and the Pacific Ocean to the west. Overall, the most significant natural and manmade characteristics of the City include the Pacific Ocean, coastal bluffs, San Luis Rey River, Loma Alta Creek, Buena Vista Lagoon, Oceanside Small Craft Harbor, Oceanside Pier, the Junior Seau Amphitheater, and The Strand.[1]

The project site is located at the existing NCTD Oceanside Transit Center (transit center) at 235 South Tremont Street, in the southeastern portion of the City within the downtown core. The project site is surrounded by a mix of commercial, retail, and residential land uses. Specifically, mixed-use, hospitality, and commercial retail and entertainment uses (including the Regal Oceanside Cinema) are located to the north. Further north is a mixed-use building with a restaurant (Domino's Pizza) and parking garage on the ground floor and residential units on the upper stories. Institutional (i.e., Grace Christian Center), single-family residential, and commercial (i.e., TE Connectivity and Alpha Technics) uses are present to the east. Low-to-moderate density residential uses are located to the south, with commercial uses (i.e., American Import Auto Group, Huey Surfboards) and a mix of single- and multi-family residences farther south. The Amtrak Pacific Surfliner rail line right-of-way and residential uses are located to the west. Public surface parking lots and single-family residential uses are present farther west. The project site is bounded by Seagaze Drive to the north, South Tremont Street to the east, Missouri Avenue to the south, and railroad right-of-way to the west.

Based on the General Plan, multiple land use designations apply to the property, including Downtown (DT), Coastal Transportation and Utility (C-TU), Coastal Residential High Density (C-RH), and Coastal General Commercial (C-GC). Based on the City's Zoning Map, the project site is divided into several zones. The portion of the site generally west of Cleveland Street falls within the Downtown District: Public Transportation and Railroad (District D-14) and High Density Residential (District D-5). The remainder of the site is zoned Public Utility and Transportation (PUT), Office Professional, Coastal (OP), and Medium Density Residential, Coastal (R-3). The project site is also within the Local Coastal Program (LCP) and *Coast Highway Vision and Strategic Plan.*

[1] City of Oceanside, *Background Report #2: Land Use & Community Resources*, June 2021.

SCENIC VISTAS

There is no citywide inventory of scenic views afforded per the General Plan; however, the City's LCP states that important aesthetics resources within the City include views of the Pacific Ocean, San Luis Rey River, Buena Vista Lagoon, Oceanside Harbor, and Oceanside Pier.

Additionally, State Route 78 to Vandegrift Boulevard within the City is characterized by coastal bluffs and broad sand beaches lined with development. Within the coastal zone, coastal bluffs are defined as 1) the toe of the bluff, which is now or was historically (generally within the last 200 years) subject to marine erosion; and 2) the toe of the bluff, which is not now or was not historically subject to marine erosion, but the toe of which lies within an area otherwise identified as an Appealable Area (Coastal Act/30501, 30620.6; 14 Cal. Code of Regulations/13577(h)). These resources are visible from the region's coastline and coastal hillsides from a distance of up to 30 miles. Coastal bluffs are not afforded from the project site under existing conditions due to intervening topography, existing structures, and vegetation.

Views from Oceanside Pier

As mentioned above, the LCP identifies panoramic view opportunities as an important part of the City's coastal identity, and they are important scenic resources to be preserved. Public views that encompass the project site as well as the Pacific Ocean and beach are afforded from the Oceanside Pier.

Views to the Pacific Ocean

Many of Oceanside's streets offer scenic views toward the Pacific Ocean. Limited public views that encompass the project site as well as the Pacific Ocean are afforded from the westbound travel lane of Michigan Avenue.

LIGHT AND GLARE

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows, and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances. Uses such as residences are considered light sensitive since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, transportation corridors, and aircraft landing corridors.

The project site is currently developed with the NCTD transit center, consisting of train platforms, NCTD offices, and two public surface parking lots that primarily serve weekday commuters and weekend beachgoers. Surrounding urban development includes a mix of commercial, retail, and residential land uses. As a result, various sources of light and glare are present in the area. On-site lighting associated with existing uses include building illumination and security lighting. Lighting caused by car headlights and street lighting associated with nearby roadways and freeways further influence lighting in the project area. Existing on-site structures do not include highly polished surfaces; thus, daytime glare is not readily apparent in the project area. Existing sources of glare during the evening or nighttime hours include vehicle headlights along surrounding roadways and freeways.

Light-sensitive uses within the project vicinity include residential land uses on all sides of the site.

5.2.2 REGULATORY SETTING

STATE LEVEL

California Coastal Act

The California Coastal Act of 1976 (Coastal Act), Public Resources Code Division 20, was adopted to protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources. The Coastal Act is also intended to assure orderly, balanced utilization and conservation of coastal zone resources, and priority for coastal-dependent and coastal-related development over other development on the coast. The Coastal Act policies constitute the statutory standards applied to planning and regulatory decisions made by the California Coastal Commission (CCC) and by local governments, pursuant to the Coastal Act. The Coastal Act includes specific policies that address issues such as shoreline public access and recreation, terrestrial and marine habitat protection, visual resources, industrial uses, water quality, development design, and power plants, among others.

The CCC was made permanent by the Coastal Act to provide for continued state coastal planning and management. In partnership with coastal cities and counties, the CCC plans and regulates the use of land and water in the coastal zone. The coastal zone varies in width from several hundred feet in highly urbanized areas to up to five miles in certain rural areas, and offshore the coastal zone includes a three-mile-wide band of ocean.

Implementation of Coastal Act policies is accomplished primarily through the preparation of LCPs that are required to be completed by each of the coastal zone counties and cities, including the City of Oceanside. An LCP includes a Land Use Plan (LUP), which is typically the Coastal Element or Coastal Land Use Plan of the General Plan, including any maps necessary to administer it; and the Implementation Plan, which comprises the zoning ordinances, zoning district maps, and Specific Plans or Planned Community Development Plans necessary to implement the land use plan. Coastal Act policies are the standards by which the CCC evaluates the adequacy of LCPs. Development within the coastal zone requires a coastal development permit (CDP) be issued by either the CCC or a local government that has a CCC-certified LCP. Additionally, adoption of a Specific Plan or General Plan Amendment within the coastal zone requires a concurrent LCP Amendment.

The City's certified LCP is currently comprised of a number of different Coastal Act policies, summaries of major findings, and objectives and policies. It should be noted that the LCP was originally certified in 1986 and is currently undergoing a comprehensive update to assimilate new

information, acknowledge changed conditions, conform to current Coastal Act provisions, delineate the roles and responsibilities of the various agencies involved in coastal zone management, and bring transparent and consistency to the development review process.[2]

LOCAL LEVEL

City of Oceanside General Plan

ENVIRONMENTAL RESOURCE MANAGEMENT ELEMENT

The General Plan includes the Environmental Resource Management Element, which identifies, evaluates, and analyzes the inventory of environmental assets within the City. Further, the Environmental Resource Management Element provides a basis on which to judge the overall quality of the environment for purposes of conservation and maintenance of desirable natural features. This approach allows for the evaluation of environmental impacts from new development on the existing ecosystems and geologic resources, while providing a useful tool for directing development in an ecologically, aesthetically, and economically sane manner. The Environmental Resource Management Element includes goals and policies relevant to the proposed project that include the following:

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.

Recreation and Scenic Areas

Policy 2: Encourage the preservation of significant visual open spaces when such preservation is in the best interest of the public health, safety and welfare.

LAND USE ELEMENT

The General Plan Land Use Element guides land use planning by identifying the type and location of future land uses within the City. Specifically, the Land Use Element identifies the proposed general distribution, location, and extent of land uses such as industrial, commercial, residential, institutional, agricultural, open space, and community facilities. Additionally, the Land Use Element includes objectives and policies that establish the constitutional framework for future land use planning and decision making in the City. Specific objectives and policies relevant to the proposed project include the following:

Objective: To ensure that development preserves and enhances the unique beauty and character of the City's natural topographic features and does not contribute to slope instability, flooding, or erosion hazards to life and property.

Policy A: Lands designated for industrial and commercial development may require significant alterations of the terrain to ensure their viability. Therefore, it is

[2] City of Oceanside, *Coastal Commission Grant Application*, chrome-extension: //efaidnbmnnnibpcajpcglclefindmkaj/https://www.coastal.ca.gov/lcp/grant-apps-15-16/Oceanside.pdf, accessed May 9, 2023.

recognized that the ability of such projects to fulfill the policies contained below will be limited.

Policy O: Parking areas shall adapt to the topographic character of the site.

Objective: To provide for the conservation of the City's coastal resources and fulfill the requirements of the California Coastal Act of 1976.

Policy A: The City shall utilize the certified Local Coastal Plan and supporting documentation for review of all proposed projects within the Coastal Zone (see Figure LU-3). Specifically, the goals and policies of the Local Coastal Program Land Use Plan (see General Plan Appendix B) shall be the guiding policy review document.

Objective: To provide high-quality site design, all proposed land development projects shall take advantage of natural or manmade environments to maximize energy conservation, natural air circulation, public safety, visual aesthetics, private and common open spaces, privacy, and land use compatibility.

Policy A: The placement of all proposed structural components, landscaping, accessways, etc. shall be oriented on the site in such a manner to maximize:

3) The quality of view and vistas of the site to the surrounding environment; and

4) The quality of views and vistas of the site from surrounding land uses; and

Objective: The architectural quality of all proposed projects shall enhance neighborhood and community values and City image.

Policy A: Architectural form, treatments, and materials shall serve to significantly improve on the visual image of the surrounding neighborhood.

Policy B: Structures shall work in harmony with landscaping and adjacent urban and/or topographic form to create an attractive line, dimension, scale, and/or pattern.

Oceanside Municipal Code

Municipal Code Chapter 39, *Light Pollution Regulations*, establishes restrictions regarding the permitted use of certain light fixtures emitting light rays into the night sky. Pursuant to Municipal Code Section 39.6, *Requirement for lamp source and shielding*, outdoor light fixtures must be fully shielded where feasible, or partially shielded in all other cases, so that the amount of light directed into the sky is minimized. All outdoor lighting fixtures must be designed such that they are compliant with the provisions of Municipal Code Section 39.8, *Prohibitions*, including but not limited to, hours of operation for Class I and Class III lighting and operation of searchlights for advertising purposes.

Chapter 6, Article II, *Building Code*, of the Municipal Code is the presiding building code within the City for purposes of regulating construction, demolition, occupancy, height, and area maintenance of all structures, all contributors to aesthetic quality and scenic character.

City of Oceanside Comprehensive Zoning Ordinance

The broad purposes of the *City of Oceanside Comprehensive Zoning Ordinance* (Zoning Ordinance) are to protect and promote the public health, safety, and general welfare, and to implement the policies of the General Plan, as provided in the California Government Code, Title 7, Chapters 3 and 4 and in the California Constitution, Article 11, Section 7. Specific articles within the Zoning Ordinance provide development standards for each of the City's land use zones, including permitted uses, setbacks, landscaping, off-street parking, outdoor lighting, signs, and design requirements, among others.

Development requiring a sign permit is subject to compliance with Article 33A, *Signs*, of the Zoning Ordinance. In order to provide for well-designed consistent signage that is pleasing in appearance and compatible with community character, Article 33A identifies sign design standards to regulate the location, size, type, content, illumination, and number of signs.

Oceanside Local Coastal Program

LCPs are basic planning tools used by local governments, in partnership with the CCC, to guide development in the coastal zone. LCPs contain the ground rules for future development and protection of coastal resources. The LCPs specify the appropriate location, type, and scale of new or changed uses of land and water. Each LCP includes a land use plan and measures to implement the plan (such as a zoning ordinance). These LCPs, which are prepared by local governments, govern decisions that determine the short- and long-term conservation and use of coastal resources. Along with the unique characteristics of individual local coastal communities, the LCPs must also address regional and Statewide interests and concerns, in conformity with Coastal Act goals and policies. Following adoption by a city council or county board of supervisors, an LCP is submitted to the CCC for review for consistency with Coastal Act requirements.

Portions of the City are located within the coastal zone, the area designated by the State for special protections under the Coastal Act. The City has adopted an LCP to regulate development within the coastal zone and identify the long-range planning vision for the City's coastal areas. The current LCP was certified by the CCC in 1986. The City is currently in the process of updating the LCP, focusing on coastal hazards and adaptation. These changes to the LCP are not expected to have an effect on the City's ability to meet its Regional Housing Needs Allocation needs. Adoption of the LCP is anticipated in 2022, following which CCC certification would be required.

5.2.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in Appendix 11.1, of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- Have a substantial adverse effect on a scenic vista (refer to Impact Statement AES-1);
- Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway (refer to Section 8.0, *Effects Found Not To Be Significant*);

- In non-urbanized 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? (refer to Impact Statements AES-2); and/or

- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area (refer to Impact Statement AES-3).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.2.4 IMPACTS AND MITIGATION MEASURES

SCENIC VISTAS

AES-1 PROJECT IMPLEMENTATION COULD HAVE A SUBSTANTIAL ADVERSE IMPACT ON A SCENIC VISTA.

Impact Analysis: A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed.[3] Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated federal and State lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape of nearby features. As discussed in Section 5.2.1, *Existing Setting*, views of the Pacific Ocean, San Luis Rey River, Buena Vista Lagoon, Oceanside Harbor, and Oceanside Pier are designated by the LCP as important scenic resources. Coastal bluffs are also considered important scenic resources by the Coastal Act. The project site does not afford public views of the San Luis Rey River, Buena Vista Lagoon, and Oceanside Harbor as a result of existing structures, topography, and vegetation. However, off-site public views that encompass the project site as well as the Pacific Ocean and Oceanside Pier are afforded. In order to depict potential impacts to public views of the Pacific Ocean and Oceanside Pier, a key view analysis from selected vantage points (Key Views) are considered. Key Views are specific locations which are readily accessible to the public, include views to visual resources, and could be affected as a result of the proposed project. Based on these considerations, specific Key Views were analyzed and are further discussed as follows (refer to Exhibit 5.2-1, *Key View and Rendering Location Map*, for a mapping of Key Views selected for consideration.

VIEWS FROM OCEANSIDE PIER

Public views that encompass the project site as well as the Pacific Ocean and beach are afforded from the Oceanside Pier.

[3] A viewshed is the geographical area which is visible from a particular location.

- Key View 1: Key View 1 is located at the Oceanside Pier, looking southeast towards the project site. As depicted on Exhibit 5.2-2, *Key View 1 – Existing and Proposed Condition*, public views of the Pacific Ocean and beach are currently afforded from the Oceanside Pier. These views are unobstructed by existing topography, structures, and vegetation.

  The proposed project would construct new structures that have a maximum height of up to 90 feet. As shown on Exhibit 5.2-2, the top-most portions of the buildings would be visible. However, the proposed project would not obstruct existing views towards visual resources, including the beach and open ocean views, as experienced from the Oceanside Pier. Thus, impacts to scenic views experienced along the Oceanside Pier would be less than significant.

VIEWS TO THE PACIFIC OCEAN

Limited public views that encompass the project site as well as the Pacific Ocean are afforded from the westbound travel lane of Michigan Avenue. For clarification of available views, consideration of westbound views along Mission Avenue are also included.

- Key View 2: Key View 2 is located along the southbound lane of Mission Avenue, looking southwest down the road towards the Pacific Ocean and Oceanside Pier. As depicted on Exhibit 5.2-3, *Key View 2 – Existing and Proposed Condition*, the project site is not visible from this location as a result of existing topography, structures, and vegetation. No impacts would result in this regard.

- Key View 3: Key View 3 is located along the southbound lane of Michigan Avenue near its intersection with Clementine Street, looking southwest towards the project site and Pacific Ocean. As depicted on Exhibit 5.2-4, *Key View 3 – Existing and Proposed Condition*, public views of the Pacific Ocean are currently afforded from this location. Although ocean views are afforded, much of the view is obstructed by existing topography, structures, and vegetation.

The proposed project would construct new structures that have a maximum height of 90 feet. As shown on Exhibit 5.2-4, the proposed project would not result in significant view blockage of the Pacific Ocean as experienced from people looking west along Michigan Avenue. As such, scenic view impacts in this regard would be less than significant.

In conclusion, although the proposed project would increase the visible building massing on-site, the project would not block scenic views of the Pacific Ocean or Oceanside Pier from public vantage points. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.



Source: Google Earth Pro, March 2023

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NOT TO SCALE

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ENVIRONMENTAL IMPACT REPORT

Key View and Rendering Location Map

Exhibit 5.2-1



Existing Condition



Proposed Condition

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Key View 1 - Existing and Proposed Condition

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Exhibit 5.2-2



Existing Condition



Proposed Condition

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Key View 2 - Existing and Proposed Condition

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Exhibit 5.2-3



Existing Condition



Proposed Condition

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Key View 3 - Existing and Proposed Condition

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Exhibit 5.2-4

SCENIC QUALITY REGULATIONS

AES-2 IMPLEMENTATION OF THE PROPOSED PROJECT COULD CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY.

Impact Analysis: The project site is fully developed with the NCTD transit center and is surrounded by other urbanized uses. Thus, for the purposes of this threshold, the project's potential to conflict with applicable zoning and other regulations governing scenic quality is evaluated.

Development of the proposed project would involve demolishing the existing NCTD transit center and constructing a mixed-use transit-oriented community with office, retail, hotel, transit, community facilities, and multi-family residential uses, with a maximum building height of 90 feet. The proposed Specific Plan includes development standards and design guidelines that would facilitate development that ensures visual compatibility with the character of the surrounding area.

DEVELOPMENT STANDARDS

Specific Plan Chapter 6.3, *Development Standards*, establishes the development standards and regulations for the planned development on-site. Specific Plan Table 6.1, *Building Envelope Standards*, through Table 6.3, *Parking & Loading Standards*, provide development standards related to floor area ratio, residential density, height, setbacks, building encroachment, as well as open space, landscaping, and parking and loading space requirements.

The Specific Plan does not contain setback requirements or a maximum residential density for mixed-used development parcels within the Specific Plan area. No portion of any building would exceed a height of 90 feet above existing grade. Standards related to encroachments for stoops, porches, access ramps and stairs, and balconies and architectural overhangs are also included.

The intent of the development standards is to ensure that future development within the Specific Plan area meets the vision and goals of the Specific Plan, while satisfying land use performance requirements. These standards would adhere to and, in specific instances, supersede those standards and regulations established by the Municipal Code. If the Specific Plan does not address a specific issue, the Municipal Code would apply.

For informational purposes, conceptual renderings of the proposed development are provided to illustrate the proposed building heights, setbacks, and architectural reliefs within the context of the existing environment; refer to Exhibit 5.2-1.

- Rendering 1: The view from Rendering 1 looks west along Seagaze Drive near its intersection with Coast Highway. As shown on Exhibit 5.2-5, *Rendering 1 – Existing and Proposed Condition*, the proposed project would construct a 160,656-square-foot, 170-room boutique hotel that would incorporate amenity decks, including a pool deck, as well as private balconies with ocean views for west-facing guestrooms. A consistent architectural language would be incorporated to ensure that buildings relate to one another yet accommodate variations according to building program and use. A modern design language is expressed in such features as clean lines and deep eaves and balconies, creating a dramatic play of light and shadow and accentuating the strong horizontal line of the exterior building architecture. High quality

materials and finishes would be used consistently, appropriate to the coastal setting and the overall character of the project. No setbacks are proposed as part of the hotel use.

- Rendering 2: The view from Rendering 2 looks south along Tremont Street. As shown on Exhibit 5.2-6, *Rendering 2 – Existing and Proposed Condition*, one mixed-use building accommodating a total of 254,240 square feet of residential use, including 250 new residential apartment units and up to 808 stall commercial, office, and commuter parking garage are visible from this location. The residential building would incorporate proper transitions in scale to nearby residential development, including articulated building facades that break down the building mass. Such features as porches, balconies, and shading devices would further reduce scale and mass and communicate a residential character. The project would install a significant portion of the parking structure underground, thereby reducing the apparent scale and mass of structure. High quality materials and finishes would be used consistently, appropriate to the coastal setting and the overall character of the project. No setbacks are proposed as part of the residential building or parking garage.

- Rendering 3: The view from Rendering 3 looks west along Michigan Avenue near its intersection with Tremont Street. As shown on Exhibit 5.2-7, *Rendering 3 – Existing and Proposed Condition*, the proposed project would construct two mixed-use buildings to accommodate a total of 547 new residential apartment units. The layout and design would incorporate proper transitions in scale to nearby residential development, including articulated building facades that break down the building mass. Such features as porches, balconies, and shading devices would further reduce scale and mass and communicate a residential character. High quality materials and finishes would be used consistently, appropriate to the coastal setting and the overall character of the project. No setbacks are proposed as part of the residential buildings.

- Rendering 4: The view from Rendering 4 looks southwest along Missouri Avenue near its intersection with Tremont Street. As shown on Exhibit 5.2-8, *Rendering 4 – Existing and Proposed Condition*, the proposed project would construct one residential building to accommodate a total of 297 new residential apartment units. This view captures the southern boundary of the project site, which includes a setback from Missouri Avenue to accommodate the relocated bus terminal.

- Rendering 5: The view from Rendering 5 looks east at the Tyson Street and Meyer Street intersection. As shown on Exhibit 5.2-9, *Rendering 5 – Existing and Proposed Condition*, the proposed project would construct two mixed-use buildings to accommodate a total of 547 new residential units. The residentially focused buildings are designed around amenity courtyards. Such features as porches, balconies, and shading devices would further reduce scale and mass. High quality materials and finishes would be used consistently, appropriate to the coastal setting and the overall character of the project. No setbacks are proposed as part of the residential buildings.



Existing Condition



Proposed Condition

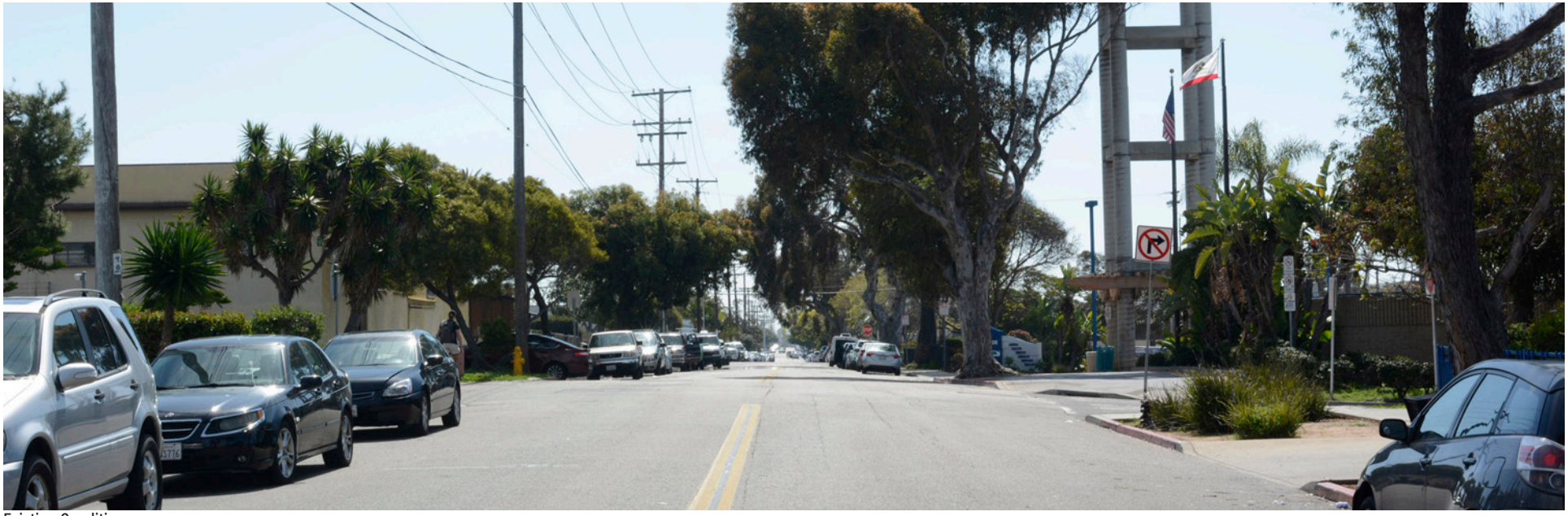
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Rendering 1 – Existing and Proposed Condition

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Exhibit 5.2-5



Existing Condition



Proposed Condition

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Rendering 2 – Existing and Proposed Condition

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Exhibit 5.2-6



Existing Condition



Proposed Condition

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Rendering 3 – Existing and Proposed Condition

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Exhibit 5.2-7



Existing Condition



Proposed Condition

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Rendering 4 – Existing and Proposed Condition

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Exhibit 5.2-8



Existing Condition



Proposed Condition

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Rendering 5 – Existing and Proposed Condition

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Exhibit 5.2-9

DESIGN GUIDELINES

Specific Plan Chapter 6.4, *General Design Guidelines*, includes guidelines for site planning, building design, landscape design, signage and lighting, sustainability, street-level activation, and structured parking.

Site planning guidelines include elements to guide site character, building placement, site access and circulation, parking, loading areas, service and trash areas, and outdoor space. Building design guidelines include elements to reduce the appearance of overall mass and building form and provide guidelines for building character and quality; height and scale; building form and massing; roof form and design; rooftop screening; façade articulation; windows and doors; architectural details; materials and finishes; and screening. Landscape design guidelines include those related to provide landscape character and quality, outdoor space design, and plant and hardscape materials. Additionally, signage and lighting guidelines related to lighting character, signage character, and public art and graphics are provided.

The proposed project's site layout would maintain view corridors by establishing a block pattern that protects scenic views of the Pacific Ocean along east-west oriented streets. The residentially focused buildings would be designed around amenity courtyards to create a U-shape layout that opens toward the ocean and maximizes views for future residents. Additionally, the hotel would incorporate amenity decks, as well as private balconies with ocean views for west-facing guestrooms. The proposed office buildings would feature cascading roof decks and terraces at every level, providing employees access outdoors at every level of the buildings.

The proposed scale of development would be compatible with the downtown environment, with building heights not to exceed six stories. The layout and design would incorporate proper transitions in scale to nearby residential development, including articulated building façades that break down the overall building mass. Features such as porches, balconies, and shading devices would further reduce scale and mass. The development plan takes advantage of the east-west topographic differential to provide a significant portion of the parking in subterranean facilities, thereby reducing the apparent scale and mass of the proposed buildings. A consistent architectural language would be incorporated to ensure that buildings relate to one another yet accommodate variations according to each building program and use. Building materials, colors, and finishes would be used consistently, appropriate to the coastal setting, and the overall character of the project. Further, the site and buildings located within the Specific Plan area would require a comprehensive program to ensure consistency throughout. Development of a comprehensive sign package would provide consistent design, materials, and finishes for all signage elements. These package(s) would include provisions for color, size, location, types of signs, lighting, and other safety and aesthetic considerations. All signs included in the package would conform to applicable Municipal Code regulations. The project would have a gateway identification marker to mark the entry to the project site and provide recognition for the Oceanside Transit Center. The marker would be located at the southwest corner of Cleveland Street and Seagaze Avenue. The gateway identification marker would be a cantilevered pole type structural element with a foundation located in the proposed landscape planter on the west side of Cleveland Street, outside of the proposed public right-of-way. The cantilevered portion of the gateway identification marker structure would include a sign element extending over the roadway and public right-of-way. The sign element would be approximately 16 feet in height, with a projection of approximately 10 feet into the public right-of-way. Clearance to the bottom of the sign element would be designed to meet clearance regulations imposed by the City Engineer.

The proposed conceptual landscape plan would reinforce the site plan layout and function and complement the proposed architectural character; refer to Exhibit 3-9, *Landscape Concept Plan*. The selected plant palette emphasizes native and drought-tolerant species to reflect local character, promote sustainability, and minimize long-term site maintenance. Additional public space amenities include canopies to shade the public plaza and train platform; additional shade structures and seating for each bus bay, seating areas, trash receptacles, bicycle racks, patterned hardscape, native landscape materials, decorative lighting, and public art. The landscape design is intended to meet or exceed the City's Urban Forestry Ordinance, which mandates a 12 percent tree canopy for the site; the proposed conceptual landscape plan would provide 16 percent tree canopy coverage.

Overall, the Specific Plan provides comprehensive detailed development standards and design guidelines to ensure orderly and aesthetically cohesive development on-site.

CALIFORNIA COASTAL ACT

As mentioned above, the Coastal Act was adopted to protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources. The Coastal Act policies constitute the statutory standards applied to planning and regulatory decisions made by the CCC and by local governments, pursuant to the Coastal Act. The Coastal Act includes specific policies that address issues such as shoreline public access and recreation, terrestrial and marine habitat protection, visual resources, industrial uses, water quality, development design, and power plants, among others. However, for the purposes of this analysis, only specific policies that address scenic and visual qualities of coastal areas are addressed below.

Section 30251 of the Coastal Act states that:

> *The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.*

As concluded in Impact Statement AES-1, the proposed development would not obstruct existing scenic views of the City's coastal areas from public viewpoints, including views of the Pacific Ocean and Oceanside Pier. Further, the project site is not located in a highly scenic area as designated by the *California Coastline Preservation and Recreation Plan*, Plate A-3, *Landscape Preservation and Recreation Resources*.[4] Coastal bluffs are also considered important scenic resources by the Coastal Act; however, views of coastal bluffs are not afforded from the project site or site vicinity. Thus, the project would be consistent with Coastal Act Section 30251 related to scenic quality, and impacts would be less than significant.

[4] Department of Parks and Recreation, *California Coastline Preservation and Recreation Plan*, Plate A-3, Landscape Preservation and Recreation Resources, 1971.

GENERAL PLAN CONSISTENCY ANALYSIS

Table 5.2-1, *Project Consistency with Relevant General Plan Policies Governing Scenic Quality*, provides a consistency analysis of the proposed project and relevant General Plan goals and policies related to scenic quality. Refer to Table 5.1-1, *General Plan Consistency Analysis*, for additional project consistency analysis regarding land use and planning.

Table 5.2-1
Project Consistency with Relevant General Plan Policies Governing Scenic Quality

Applicable General Plan Policies	Project Consistency Analysis
Environmental Resources Management Element	
Goal: Evaluate the state of the environment and formulate a program of planned management, wise utilization, and preservation of our natural resources to ensure the health, safety, and welfare of present and future generations.	
Recreation and Scenic Resources - Policy 2: Encourage the preservation of significant visual open spaces when such preservation is in the best interest of the public health, safety and welfare.	Consistent. As concluded in Impact Statement AES-1, the proposed development would not obstruct existing scenic views of the City's coastal areas from public viewpoints, including views of the Pacific Ocean and Oceanside Pier. Further, the project site is not located in a designated highly scenic area. As concluded in Impact Statement AES-2, the proposed Specific Plan includes development standards and design guidelines that would facilitate an orderly and aesthetically cohesive development on-site that ensures visual compatibility with the character of the surrounding area. Thus, the project would be consistent with Environmental Resources Management Element Policy 2.
Land Use Element	
Objective: To ensure that development preserves and enhances the unique beauty and character of the City's natural topographic features and does not contribute to slope instability, flooding, or erosion hazards to life and property.	
Policy O: Parking areas shall adapt to the topographic character of the site.	Consistent. The project site slopes gently from northeast to southwest. Elevations across the site range from about 63 feet mean sea level (msl) at the northeast point of the northernmost parking lot to about 43 feet msl in the southwest corner of the site. The proposed project would include 210,00 cubic yards of cut and 1,000 cubic yards of fill soil. Nonetheless, the project would not require significant alterations to the terrain (i.e., the site would remain relatively flat, similar to existing conditions) and the project would be consistent with Land Use Element Policy O.
Objective: To provide high-quality site design, all proposed land development projects shall take advantage of natural or manmade environments to maximize energy conservation, natural air circulation, public safety, visual aesthetics, private and common open spaces, privacy, and land use compatibility.	
Policy A: The placement of all proposed structural components, landscaping, accessways, etc. shall be oriented on the site in such a manner to maximize: 3) The quality of view and vistas of the site to the surrounding environment; and 4) cThe quality of views and vistas of the site from surrounding land uses; and	Consistent. The proposed project would incorporate a consistent architectural language to ensure that buildings relate to one another yet accommodate variations according to building program and use. The site layout would maintain view corridors by establishing a block pattern that protects cherished views of the ocean along east-west oriented streets. The centrally located Station Plaza, landscaped areas, and pedestrian pathways would enforce connectivity throughout the proposed development. The project proposes private

Table 5.2-1, continued

Applicable General Plan Policies	Project Consistency Analysis
	open space and communal open space on-site. Final site plans for the project would be subject to City and NCTD review.
Objective: The architectural quality of all proposed projects shall enhance neighborhood and community values and City image.	
Policy A: Architectural form, treatments, and materials shall serve to significantly improve on the visual image of the surrounding neighborhood.	Consistent. The proposed Specific Plan includes development standards and design guidelines that would facilitate a unified and cohesive development that ensures visual compatibility with the character of the surrounding area. Standards related to encroachments for stoops, porches, access ramps and stairs, and balconies and architectural overhangs are also included. The development plan takes advantage of the east-west topographic differential to provide a significant portion of the parking in subterranean facilities, thereby reducing the apparent scale and mass of the proposed buildings. A consistent architectural language would be incorporated to ensure that buildings relate to one another yet accommodate variations according to each building program and use. High quality materials and finishes would be used consistently, appropriate to the coastal setting and the overall character of the project. The proposed conceptual landscape plan would reinforce the site plan layout and function and complement the proposed architectural character.
Policy B: Structures shall work in harmony with landscaping and adjacent urban and/or topographic form to create an attractive line, dimension, scale, and/or pattern.	Consistent. The proposed mixed-use development would be consistent with the surrounding commercial and residential uses. The site layout would maintain view corridors by establishing a block pattern that protects scenic views of the ocean along east-west oriented streets. The residentially focused buildings are designed around amenity courtyards to create a U-shape layout that opens toward the ocean and maximizes views for their occupants. The proposed scale of development would be compatible with the downtown environment, with building heights not to exceed six stories. The layout and design would incorporate proper transitions in scale to nearby residential development, including articulated building facades that break down the building mass. Such features as porches, balconies, and shading devices would further reduce scale and mass. The development plan takes advantage of the east-west topographic differential to provide a significant portion of the parking in subterranean facilities, thereby reducing the apparent scale and mass of the structure as well. High quality materials and finishes would be used consistently, appropriate to the coastal setting and the overall character of the project.
Source: City of Oceanside, *City of Oceanside General Plan*, 2002.	

As demonstrated in Table 5.2-1, the proposed project would be consistent with applicable General Plan policies governing scenic quality, and impacts in this regard would be less than significant.

CONCLUSION

Overall, the proposed project would be required to comply with the Specific Plan development standards and generally comply with the Specific Plan design guidelines, which would ensure consistent and orderly development of the project site. The project also meets the intent of the goals

and policies pertaining to community design for the project site. The proposed Specific Plan includes design features that create a sense of place that is unified and attractive, compatible with the coastal community. Implementation of the Specific Plan would promote economic development of the Coastal Zone, while enhancing livability and walkability by accommodating a compatible mixture of uses that extends the activity of the downtown core into the project site. The proposed Specific Plan would also improve connectivity between the downtown area and the residential neighborhoods to the south of the site; and support compatibility with surrounding land uses and improve the character of the surrounding community. Further, the Specific Plan would be consistent with General Plan policies and Section 30251 of the Coastal Act related to scenic quality.

As the proposed Specific Plan establishes the regulatory framework, including Development Standards and Design Guidelines for a compatible mixed-use transit-oriented development that would meet the intent of the General Plan and Section 30251 of the Coastal Act for aesthetic character/quality, implementation of the Specific Plan would not substantially degrade the visual character and quality of the project site and surrounding area. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LIGHTING

AES-3 IMPLEMENTATION OF THE PROPOSED PROJECT COULD CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE, WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA.

Impact Analysis: A significant impact may occur if lighting, as part of the proposed project, exceeds adopted thresholds for light and glare, including exterior lighting or light spillover, or if the proposed project creates a substantial new source of light or glare.[5] Existing on-site lighting conditions consist of building illumination and security lighting associated with the NCTD transit center. Additional sources of light and glare in the project vicinity include vehicular lighting, streetlights, building illumination, and landscape lighting associated with surrounding residential and commercial uses. Light-sensitive uses within the project area include residential uses to the north (across Seagaze Drive), east (across South Tremont Street), south (across Missouri Avenue), and west (across the railroad) of the project site.

CONSTRUCTION

Project construction activities could involve temporary glare impacts as a result of construction equipment and materials. Pursuant to Municipal Code Section 6.25, *Construction hour limitations*, construction of future development would be limited to occur between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday and would be prohibited on Sundays and federal holidays. It is anticipated that the proposed project would be constructed in two phases with an estimated time

[5] Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

frame of about seven years from entitlement through final delivery. Landscape buffers for the proposed development of the structures would occur at the earliest stage possible during construction. These would include an assortment of ornamental landscaping utilized for screening purposes at neighborhood edges, particularly with residential uses to the south of the site. Thus, incorporation of landscape buffers would reduce short-term construction activities associated with light-related impacts to residential land uses. Further, as no construction activities would be permitted after 7:00 p.m. from Monday through Saturday, or on Sundays or federal holidays, short-term construction activities would cease at 7:00 p.m. and, as such, lighting-related impacts would be less than significant.

OPERATIONS

Project implementation would increase lighting at the project site compared to existing conditions, given the new proposed uses and increase in development. Although the project would increase lighting on-site, all proposed lighting would comply with the exterior lighting requirements included in the proposed Specific Plan design guidelines and Municipal Code Chapter 39, *Light Pollution Regulations*. Specifically, pursuant to Municipal Code Section 39.6, *Requirement for lamp source and shielding*, outdoor light fixtures would be fully shielded where feasible, or partially shielded in all other cases, so that the amount of light directed into the sky is minimized. All outdoor lighting fixtures would be designed such that they are compliant with the provisions of Municipal Code Section 39.8, *Prohibitions*, including but not limited to, hours of operation for Class I and Class III lighting and operation of searchlights for advertising purposes. Nonetheless, the proposed lighting would increase nighttime safety and security and enrich the outdoor setting. As indicated in the Specific Plan, energy efficient and decorative, pedestrian-scaled light fixtures that are compatible with the overall landscape design, and that emit a warm light would be utilized; special landscape lighting (e.g., twinkle lights) may also be considered. The project's proposed gateway marker signage may also be lit. The overall comprehensive signage program would discourage visual clutter, flash, or movement. Exterior lighting fixtures would be compatible with building design and have a similar aesthetic, with emphasis on efficiency and light control while ensuring direct glare does not spill onto adjacent properties and streets.

Additionally, to facilitate visitor orientation, the Specific Plan encourages wayfinding signs and graphic elements as appropriate. Anticipated signage and graphic elements would be consistent with an overall program of public signage for the project that would discourage visual clutter, flash, or movement. All proposed signage would comply with Zoning Ordinance Article 33A, *Signs*, which identifies sign design standards to regulate the location, size, type, content, illumination, and number of signs. The site and buildings located within the Specific Plan area would require a comprehensive program to ensure consistency throughout. Development of a comprehensive sign package would provide consistent design, materials, and finishes for all signage elements. These package(s) would include provisions for color, size, location, types of signs, lighting, and other safety and aesthetic considerations. All signs included in the package would conform to applicable Municipal Code regulations.

Following compliance with the Specific Plan, Municipal Code Chapter 39, City of Oceanside engineering and Caltrans standards, and Zoning Ordinance Article 33A, the proposed project would result in a less than significant impact with respect to light and glare.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.2.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts."

SCENIC VISTAS

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD RESULT IN SIGNIFICANT IMPACTS TO SCENIC VISTAS.**

Impact Analysis: Future cumulative projects would be required to undergo project-specific environmental review under CEQA and the City's discretionary review process to determine potential impacts. As discussed in Impact Statement AES-1, although the proposed project would modify the visible building massing on-site, the project would not block scenic views of the Pacific Ocean or Oceanside Pier from public vantage points. Thus, cumulative impacts to scenic vistas would be less than significant, and the proposed project would not significantly contribute to cumulative impacts to scenic vistas.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SCENIC QUALITY REGULATIONS

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY.**

Impact Analysis: As stated, future cumulative projects developed in accordance with the General Plan would be required to undergo project-specific environmental review under CEQA and the City's discretionary review process to determine potential impacts with regard to scenic quality. As indicated in Impact Statement AES-2, the proposed project would be subject to the Specific Plan Design Guidelines and Development Standards (e.g., setback, density, open space, and landscaping requirements). The Specific Plan would be consistent with General Plan policies and Section 30251 of the Coastal Act related to scenic quality. Overall, these standards would serve to improve the scenic quality within the project site and Coastal Zone. As such, the proposed project would not contribute to a cumulatively considerable impact related to scenic quality, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LIGHTING

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE, WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA.**

Impact Analysis: Development of cumulative projects could result in increased light and glare in the City during construction and operational activities. However, all cumulative development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts associated with light and glare. Additionally, similar to the proposed project, cumulative projects would be required to comply with sign design standards as detailed in Article 33A of the Zoning Ordinance and all Municipal Code requirements for outdoor lighting.

As discussed in Impact Statement AES-3, short-term and long-term impacts to lighting would be reduced to less than significant levels following conformance with Municipal Code Section 6.25 and Municipal Code Chapter 39. Further, compliance with the Specific Plan Design Guidelines pertaining to lighting would minimize the project's operational lighting impacts to less than significant levels. Thus, the project would not cumulatively contribute to the creation of substantial new lighting or glare, and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.2.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to aesthetics/light and glare have been identified.

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5.3 BIOLOGICAL RESOURCES

This section identifies existing biological resources in the project area and provides an analysis of potential impacts that may result from project implementation. Existing baseline biological conditions and characteristics, an analysis of the potential direct and indirect impacts on sensitive resources, and appropriate mitigation measures to reduce potential impacts to the extent feasible for those impacts determined to be significant, if any, are described throughout the analysis. This section is primarily based upon the *Results of a Biological Resources Assessment and MHCP Consistency Analysis for the Oceanside Transit Center Redevelopment – City of Oceanside, County of San Diego, California* (Biological Resources Report), prepared by Michael Baker International (Michael Baker) and dated May 31, 2023; refer to Appendix 11.3, *Biological Resources Report*.

5.3.1 EXISTING SETTING

The project site is currently developed with the NCTD transit center, consisting of train platforms, NCTD offices, and two public surface parking lots that primarily serve weekday commuters and weekend beachgoers. Based on the history of rail facilities at this location, the site has been in active use since 1886 when the original Santa Fe Depot was built.

VEGETATION COMMUNITIES

Based on the site visit, there were no natural vegetation communities observed within the entire project site. Ground cover consists entirely of urban/developed areas; refer to Biological Resources Report Figure 4, *Vegetation Communities and Other Land Uses*. As mentioned above, the project site consists entirely of land mapped as urban/developed. These include the NCTD transit center facilities (i.e., train platforms, NCTD offices, and two public surface parking lots) and surrounding residential and other buildings. These areas have been constructed upon or physically altered to a degree that natural soil substrates and native vegetation are no longer supported. Ornamental vegetation is present throughout the project site.

WILDLIFE SPECIES

This section provides a general discussion of common wildlife species that were detected on-site or that are expected to occur based on existing conditions.

Fish

According to the Biological Resources Report, no fish or hydrogeomorphic features (i.e., perennial creeks, ponds, lakes, and reservoirs) that would support populations of fish were observed during the field survey within the project site. Therefore, no fish are expected to occur.

Amphibians

No amphibians or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, and reservoirs) that would provide suitable breeding habitat for amphibians were observed during the field survey within the project site. Therefore, no amphibians are expected to occur.

Reptiles

No reptiles were observed during the field survey within the project site. However, the proximity of the project site to Oceanside Beach and public parks (e.g., Tyson Street Park) may slightly increase the possibility of lizards occurring on-site. Common reptile species that may be present within the project site include western side-blotched lizard (*Uta stansburiana elegans*), Great Basin fenced lizard (*Sceloporus occidentalis longipes*), and woodland alligator lizard (*Elgaria multicarinata webbii*).

Birds

A total of 16 bird species were detected during the field survey within the project site. Bird species detected included, but are not limited to, American crow (*Corvus brachyrhynchos*), white-crowned sparrow (*Zonotrichia leucophrys*), house finch (*Haemorhous mexicanus*), yellow-rumped warbler (*Setophaga coronata*), and European starling (*Sturnus vulgaris*). Although the project site provides suitable nesting habitat for various year-round and seasonal bird species, no active nests or birds displaying overt nesting behavior were observed during the field survey.

Mammals

No mammals were observed during the field survey within the project site. The project site provides marginal habitat for a limited number of mammalian species adapted to living in edge or urban environments, particularly opossum (*Didelphis virginiana*), raccoon (*Procyon lotor*), and domestic dog (*Canis lupus familiaris*). Bats occur throughout most of California; however, due to the general design of buildings and structures and lack of roosting opportunities (e.g., hollow tree trunks/limbs, tree foliage, caves, bridges, and buildings) and the complete development and lack of naturally occurring vegetation within the project site, bats are generally not expected to occur within the project site. It should be noted that a few Mexican fan palms (*Washingtonia robusta*) occur in the northwestern portion of the project site and may provide limited roosting habitat for individual or small groups of bats that utilize palm fronds for day or night roosting. However, the project site generally provides very limited roosting or foraging opportunities for bats.

MIGRATORY CORRIDORS AND LINKAGES

Wildlife corridors and linkages are key features for wildlife movement between habitat patches. Wildlife corridors are generally defined as those areas that provide opportunities for individuals or local populations to conduct seasonal migrations, permanent dispersals, or daily commutes. Linkages generally refer to broader areas that provide movement opportunities (often between areas of conserved land) for multiple keystone/focal species or allow for propagation of ecological processes (i.e., for movement of pollinators), often between areas of conserved land. The project site is not located within any wildlife corridor or linkage.

STATE AND FEDERAL JURISDICTIONAL RESOURCES

There are three key agencies that regulate activities within streams, wetlands, and riparian areas in California. The U.S. Army Corps of Engineers (USACE) Regulatory Branch regulates discharge of dredged or fill material into "waters of the U.S [WoUS]" pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the California Department of Fish and Wildlife (CDFW) regulates activities under Sections 1600 et seq. of the California Fish and Game Code (CFGC), and the Regional Board regulates activities pursuant to

Section 401 of the CWA and Section 13263 of the California Porter-Cologne Water Quality Control Act (Porter-Cologne Act). In addition, projects located within the Coastal Zone are subject to the California Coastal Commissions' (CCC) plans, which regulate the use of land and water within the Coastal Zone pursuant to the California Coastal Act of 1976. Development projects, which are broadly defined by the California Coastal Act, generally require a coastal development permit from either the CCC or the local government (i.e., City). The City has a certified Local Coastal Program (LCP) and serves as the local jurisdiction with authority to issue coastal development permits.

No potential jurisdictional drainages or wetland features were observed within the boundaries for the project site. Therefore, development of the proposed project is not expected to result in impacts to State or federal jurisdictional areas or require approvals/permits from the USACE, Regional Board, CDFW, or CCC.

SPECIAL-STATUS BIOLOGICAL RESOURCES

A total of 58 special-status plant species and 43 special-status wildlife species as well as eight special-status natural vegetation communities have been recorded in the United States Geological Survey (USGS) *Oceanside* and *San Luis Rey, California* 7.5-minute quadrangles by the CDFW California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California (CIRP), and the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation project planning tool (IPaC).

Special-Status Plants

A total of 58 special-status plant species have been recorded in the USGS *Oceanside* and *San Luis Rey, California* 7.5-minute quadrangles by the CNDDB and CIRP and in the project region by IPaC. No special-status plant species were identified within the project site during the field survey. Based on the results of the field survey and a review of specific habitat preferences, distributions, and elevation ranges, special-status plant species identified by the CNDDB, CIRP, and IPaC are not expected to occur within the project site.

Special-Status Wildlife

A total of 43 special-status wildlife species have been recorded in the USGS *Oceanside* and *San Luis Rey, California* 7.5-minute quadrangles by the CNDDB and in the project region by IPaC. No special-status wildlife species were detected within the project site during the field survey. Based on the results of the field survey and a review of specific habitat preferences, distributions, and elevation ranges, it was determined that the project site has a high potential to support Cooper's hawk (*Accipiter cooperii*; a State Watch List [WL] species) as a foraging species. However, this species is not expected to nest on-site. Cooper's Hawk is also a covered species under the *San Diego Multiple Habitat Conservation Program* (MHCP) and requires no additional permitting following compliance with the MHCP and its preservation goals. All remaining special-status wildlife species identified by the CNDDBS and IPaC have a low potential to occur or are not expected to occur within the project site.

CRITICAL HABITAT

Critical Habitat refers to specific areas within the geographical range of a species that were occupied at the time it was listed that contain the physical or biological features that are essential to the survival and eventual recovery of that species. Areas of Critical Habitat may require special management

considerations or protection, regardless of whether the species is still extant in the area. Areas that were not known to be occupied at the time a species was listed can also be designated Critical Habitat if they contain one or more of the physical or biological features that are essential to that species' conservation and if the other areas that are occupied are inadequate to ensure the species' recovery. If a project may result in take or adverse modification to a species' designated Critical Habitat and the project has a federal nexus, the project proponent may be required to provide suitable mitigation. Projects with a federal nexus may include projects that occur on federal lands, require federal permits (e.g., CWA Section 404 permit), or receive any federal oversight or funding. If there is a federal nexus, then the federal agency that is responsible for providing funds or permits would be required to consult with the USFWS pursuant to the Federal Endangered Species Act (FESA).

The project site is not located within USFWS-designated Critical Habitat for any federally listed species; refer to Biological Resources Report Figure 5, *Critical Habitat*.

5.3.2 REGULATORY SETTING

FEDERAL LEVEL

Endangered Species Act

As defined within the FESA, an endangered species is any animal or plant listed by regulation as being in danger of extinction throughout all or a significant portion of its geographical range. A threatened species is any animal or plant that is likely to become endangered within the foreseeable future throughout all or a significant portion of its geographical range. Without a special permit, federal law prohibits the "take" of any individuals or habitat of federally listed species. Under Section 9 of the FESA, take is defined as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct." The term "harm" has been clarified to include "any act which actually kills or injures fish or wildlife and emphasizes that such acts may include significant habitat modification or degradation that significantly impairs essential behavioral patterns of fish or wildlife." Enforcement of FESA is administered by the USFWS.

Under the definition used by the FESA, Critical Habitat refers to specific areas within the geographical range of a species that were occupied at the time it was listed that contain the physical or biological features that are essential to the survival and eventual recovery of that species and that may require special management considerations or protection, regardless of whether the species is still extant in the area. Areas that were not known to be occupied at the time a species was listed can also be designated as Critical Habitat if they contain one or more of the physical or biological features that are essential to that species' conservation and if the occupied areas are inadequate to ensure the species' recovery. If a project may result in take or adverse modification to a species' designated Critical Habitat and the project has a federal nexus, the project proponent may be required to provide suitable mitigation. Projects with a federal nexus may include projects that occur on federal lands, require federal permits (e.g., federal CWA Section 404 permit), or receive any federal oversight or funding. If there is a federal nexus, then the federal agency that is responsible for providing funds or permits would be required to consult with the USFWS under the FESA.

Whenever federal agencies authorize, fund, or carry out actions that may adversely modify or destroy Critical Habitat, they must consult with USFWS under Section 7 of the FESA. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing uses federal

funds, or requires federal authorization or permits (i.e., funding from the Federal Highway Administration or a permit from the USACE).

Migratory Bird Treaty Act

Pursuant to the federal Migratory Bird Treaty Act (MBTA) (16 U.S. Government Code [USC] 703) of 1918, as amended in 1972, federal law prohibits the taking of migratory birds or their nests or eggs (16 USC 703; 50 Code of Federal Regulations [CFR] 10, 21). The MBTA covers the taking of any nests or eggs of migratory birds, except as allowed by permit pursuant to 50 CFR, Part 21. Disturbances causing nest abandonment and/or loss of reproductive effort (i.e., killing or abandonment of eggs or young) may also be considered a "take." This regulation seeks to protect migratory birds and active nests.

In 1972, the MBTA was amended to include protection for migratory birds of prey (i.e., raptors). Six families of raptors occurring in North America were included in the amendment: Accipitridae (kites, hawks, and eagles); Cathartidae (New World vultures); Falconidae (falcons and caracaras); Pandionidae (ospreys); Strigidae (typical owls); and Tytonidae (barn owls). The provisions of the 1972 amendment to the MBTA protects all species and subspecies of the families listed above. The MBTA protects over 800 species including geese, ducks, shorebirds, raptors, songbirds and many relatively common species.

Clean Water Act

Since 1972, the USACE and U.S. Environmental Protection Agency (EPA) jointly regulate discharges of dredged or fill material into WoUS, including wetland and non-wetland aquatic features, pursuant to Section 404 of the CWA. Section 404 is founded on the findings of a significant nexus (or connection) between the aquatic or other hydrological features in question and interstate commerce via Relatively Permanent Waters, and ultimately Traditional Navigable Waters (TNW), through direct or indirect connection as defined by USACE regulations. However, the limits to which this is applied have changed over time as discussed below.

SWANCC and Rapanos

In 1984, the Migratory Bird Rule enabled the USACE to expand jurisdiction over isolated waters, and in 1985, the U.S. Supreme Court upheld the inclusion of adjacent wetlands in the regulatory definition of WoUS. Nevertheless, in 2001, the USACE's jurisdiction was narrowly limited following the *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers* (SWANCC) in which the U.S. Supreme Court held that the use of "isolated" non-navigable intrastate ponds by migratory birds was not, by itself, sufficient basis for the exercise of federal regulatory authority under the CWA. In 2006, a majority of the U.S. Supreme Court overturned two Sixth Circuit Court of Appeals decisions in the consolidated cases of *Rapanos v. United States* and *Carabell v. United States* (collectively referred to as Rapanos), concluding that wetlands isolated by surface connection are WoUS nonetheless if they significantly affect the chemical, physical, and biological integrity of other covered waters (significant nexus). The Navigable Waters Protection Rule (NWPR) eliminated the case-specific application of the significant nexus test articulated in the Rapanos decision.

2015 Clean Water Rule

In 2015, the USACE and EPA published the "Clean Water Rule" clarifying the scope of coverage of the CWA. Upon issuance however, numerous lawsuits were filed and consolidated in the Sixth Circuit, immediately putting a "stay" on its implementation. In January 2018, the U.S. Supreme Court ruled that the Sixth Circuit did not have jurisdiction over the case, and in February 2018, dismissed it and dissolved the stay. In August 2018, a federal judge found that the suspension failed to give an adequate public notice and therefore violated the Administrative Procedure Act. The 2015 Clean Water Rule remained in effect in 22 states, including California, the District of Columbia, and the U.S. territories until December 23, 2019.

Navigable Waters Protection Rule

On January 23, 2020, the EPA and the USACE finalized the NWPR to define WoUS. On April 21, 2020, the EPA and the USACE published the NWPR in the Federal Register. On June 22, 2020, 60 days after publication in the Federal Register, the NWPR became effective across the nation, including California.

Remand and Vacatur of the Navigable Waters Protection Rule

On August 30, 2021, the NWPR was remanded and immediately vacated by the United States District Court for the District of Arizona. In light of this order, the EPA and the USACE halted implementation of the NWPR nationwide and reinstated the pre-2015 definition of WoUS. Under the pre-2015 definition of the WoUS, the USACE and EPA require the case-specific application of the significant nexus test, as articulated in the Rapanos decision, to determine WoUS.

Repeal of 2015 Clean Water Rule

On October 22, 2019, the EPA and the USACE published a final rule to repeal the 2015 Clean Water Rule and restore the regulatory methodology that existed prior to the 2015 Rule. Under this rule, which became effective on December 23, 2019, jurisdictional WoUS were defined by the 1986/1988 regulatory definition of WoUS under CWA regulations 40 CFR 230.3(s).

STATE LEVEL

California Environmental Quality Act

In addition to federal laws, the State of California has its own California Endangered Species Act (CESA), enforced by the CDFW. The CESA program maintains a separate listing of species beyond the FESA, although the provisions of each act are similar.

State-listed threatened and endangered species are protected under provisions of the CESA. Activities that may result in "take" of individuals (defined in CESA as; "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") are regulated by CDFW. Habitat degradation or modification is not included in the definition of "take" under CESA. Nonetheless, CDFW has interpreted "take" to include the destruction of nesting, denning, or foraging habitat necessary to maintain a viable breeding population of protected species.

The State of California considers an endangered species as one whose prospects of survival and reproduction are in immediate jeopardy. A threatened species is considered as one present in such small numbers throughout its range that it is likely to become an endangered species in the near future in the absence of special protection or management. A candidate species is one that potentially qualifies for listing under CESA, pending a formal review and assessment of available data; these species are afforded all of the same legal protections as if they were already listed. A rare species is one that is considered present in such small numbers throughout its range that it may become endangered if its present environment worsens. State threatened, endangered, and candidate species are fully protected against take, as defined above.

The CDFW has also produced a species of special concern list to serve as a species watch list. Species on this list are either of limited distribution or their habitats have been reduced substantially, such that a threat to their populations may be imminent. Species of special concern may receive special attention during environmental review, but they do not have formal statutory protection. At the federal level, USFWS also uses the label "species of concern" as an informal term that refers to species which might be in need of concentrated conservation actions.

As the species of concern designated by USFWS do not receive formal legal protection, the use of the term does not necessarily ensure that the species will be proposed for listing as a threatened or endangered species.

SECTIONS 3503, 3503.5, 3511, AND 3513

The CDFW administers the CFGC. There are particular sections of the CFGC that are applicable to natural resource management. For example, Section 3503 makes it unlawful to destroy any birds' nest or any birds' eggs that are protected under the MBTA. Further, any birds in the orders Falconiformes or Strigiformes (Birds of Prey), such as hawks, eagles, and owls, are protected under Section 3503.5 which makes it unlawful to take, possess, or destroy their nest or eggs. A consultation with CDFW may be required prior to the removal of any bird of prey nest that may occur on a project site. Section 3511 lists fully protected bird species, where the CDFW is unable to authorize the issuance of permits or licenses to take these species. Pertinent species that are State fully protected include golden eagle (*Aquila chrysaetos*) and white-tailed kite (*Elanus leucurus*). In addition, Section 3513 makes it unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

SECTIONS 1600 ET SEQ.

Sections 1600 et seq. of the CFGC establishes a fee-based process to ensure that projects conducted in and around lakes, rivers, or streams do not adversely affect fish and wildlife resources, or when adverse impacts cannot be avoided, ensures that adequate mitigation and/or compensation is provided.

Section 1602 of the CFGC requires any person, State, or local governmental agency or public utility to notify CDFW before beginning any activity that will do one or more of the following:

1. substantially obstruct or divert the natural flow of a river, stream, or lake;
2. substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or

3. deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

This applies to all perennial, intermittent, and ephemeral rivers, streams, and lakes in the State, including the maintenance of existing drain culverts, outfalls, and other structures. To avoid the need for a Lake or Streambed Alteration Agreement from CDFW, all proposed impacts should remain outside of the top of active banks and the canopy/dripline of any associated riparian vegetation, whichever is greater.

Native Plant Protection Act

Sections 1900-1913 of the CFGC were developed to preserve, protect, and enhance rare and endangered plants in the State of California. The Native Plant Protection Act requires all State agencies to use their authority to carry out programs to conserve endangered and rare native plants. Provisions of the Native Plant Protection Act prohibit the taking of listed plants from the wild and require notification of the CDFW at least ten days in advance of any change in land use which would adversely impact listed plants. Specifically, the provisions of the Native Plant Protection Act allow the CDFW to salvage listed plant species that would otherwise be destroyed.

Porter-Cologne Act

Applicants for a federal license or permit for activities that may discharge to WoUS must seek a Water Quality Certification (WQC) from the State or Indian tribe with jurisdiction. In California, there are nine Regional Board that issue or deny certification for discharges within their geographical jurisdiction. Such certification is based on a finding that the discharge will meet water quality standards, which are defined as numeric and narrative objectives in each Regional Board's Basin Plan, and other applicable requirements. The State Water Resources Control Board has this responsibility for projects affecting waters within multiple Regional Boards. The Regional Board's jurisdiction extends to all WoUS, including wetlands and to waters of the State.

The Porter-Cologne Act gives the State very broad authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. The Porter-Cologne Act has become an important tool for the regulatory environment following the SWANCC and Rapanos court cases, with respect to the state's authority over isolated and otherwise insignificant waters. Generally, in the event that there is no nexus to a TNW, any person proposing to discharge waste into waters of the State that could affect its water quality must file a Report of Waste Discharge. Although "waste" is partially defined as any waste substance associated with human habitation, the Regional Board also interprets this to include fill discharged into water bodies.

On April 2, 2019, the State Water Resources Control Board adopted a State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (Procedures), for inclusion in the forthcoming Water Quality Control Plan for Inland Surface Waters and Enclosed Bays and Estuaries and Ocean Waters of California. The Procedures consist of four major elements: 1) a wetland definition; 2) a framework for determining if a feature that meets the wetland definition is a water of the state; 3) wetland delineation procedures; and 4) procedures for the submittal, review, and approval of applications for WQCs and Waste Discharge Requirements for dredge or fill activities. The Procedures were approved by the Office of Administrative Law on August 28, 2019 and became effective May 28, 2020.

LOCAL LEVEL

North County Multiple Habitat Conservation Program

The North County MHCP is a conservation agreement approved in 2003 that encompasses 175 square miles within seven cities in northwestern San Diego County including Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. The MHCP contains guidelines and plans by which natural habitats should be conserved, or where applicable, can be developed. Additionally, the MHCP is intended to act as an overlying permitting tool for projects in the seven cities, all of which are required to have their own subarea plans. Carlsbad, Encinitas, Escondido, Oceanside, and San Marcos all submitted draft plans at the same time that the MHCP was under public review, but only Carlsbad's plan has been approved and finalized.

Given that the MHCP and *Oceanside Subarea Plan* (Oceanside SAP) were submitted for review concurrently, there is a high degree of overlap and cross-reference between the two documents. The MHCP established several areas where conservation of habitat or species is required. To demonstrate compliance with the MHCP, the project must be outside of these conservation areas or be required to meet certain mitigation requirements.

City of Oceanside Draft Subarea Plan

The Oceanside SAP is a draft document that is considered to be a part of the approved MHCP. Although not formally adopted by the City, the draft Oceanside SAP is acknowledged by the USFWS and CDFW as the City's implementing tool for instituting policies in accordance with the MHCP. The intent of the document is to work in tandem with the MHCP on a City-wide scale to implement conservation measures required by both the California Natural Community Conservation Planning Act and FESA. While the primary focus of the Oceanside SAP is to protect and manage biological resources within the City, there is a heavy emphasis on the protection of the coastal California gnatcatcher (*Polioptila californica californica*) in particular. The Oceanside SAP is intended to help streamline development in Oceanside that may require take permits from the USFWS or CDFW.

Generally, compliance with the Oceanside SAP supports compliance with the MHCP. Much of the Oceanside planning area is divided into planning zones, each of which contain their own development standards. These include the Focused Planning Area (FPA), which is composed of both hardline and softline preserves, gnatcatcher dispersal corridors, the Wildlife Corridor Planning Zone, the Agricultural Exclusion Zone, the Offsite Mitigation Zone, and the Pre-approved Mitigation Areas.

Carlsbad Habitat Management Plan

The City of Carlsbad adopted its Habitat Management Plan (HMP) in December 1999 and the final approvals from USFWS and CDFW, including implementing agreement and terms and conditions, were granted in November 2004. The purpose of the HMP is to guide the design, management, monitoring and public use of the preserve system. The HMP calls for 6,478 acres of natural habitat to be preserved within the City of Carlsbad, as well as an additional 308 acres of habitat for the coastal California gnatcatcher within the City of Carlsbad or the County's gnatcatcher core area. The Carlsbad HMP identifies FPAs, which are developed based on the distribution of existing vegetation communities and sensitive species. The FPAs are further broken down into HMP cores, linkages, and special resource areas. These areas include eight core FPAs that are connected to one another and to habitat areas outside the City of Carlsbad by a variety of linkages and wildlife movement corridors.

The Carlsbad HMP indicates that portions of southern Oceanside are located within these FPAs, particularly around Buena Vista Creek. Nonetheless, the project site is not located within an identified FPA or Carlsbad HMP.

City of Oceanside Local Coastal Program

Oceanside lies partially within the Coastal Zone established under the California Coastal Act. The designated areas within the Coastal Zone are considered to have many special natural and scenic qualities that require protection. The City has a certified LCP under the CCC (certified with amendments on July 10, 1985) and thereby can issue coastal development permits for projects under its jurisdiction. Although the City is currently in the process of undergoing a comprehensive LCP update, at this time, the 1985 document is still considered active and binding. Policies under the LCP determine whether an area is considered environmentally sensitive in order to identify and maintain habitat areas in their natural state as necessary for the preservation of species. The California Coastal Act provides a definition of "Environmentally Sensitive Habitat Area" (ESHA) as:

> *"Any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments".*

Overall, three parameters should be used to determine ESHA. First, a geographic area can be designated ESHA due to the presence of individual species of plants or animals or due to the presence of a particular habitat. Second, in order for an area to be designated as ESHA, the species or habitat must be either rare or it must be especially valuable. Third, the area must be easily disturbed or degraded by human activities based on its pristine condition.

City of Oceanside General Plan

The General Plan includes the Environmental Resource Management Element, which identifies, evaluates, and analyzes the inventory of environmental assets within the City. Further, the Environmental Resource Management Element provides a basis on which to judge the overall quality of the environment for purposes of conservation and maintenance of desirable natural features. This approach allows for the evaluation of environmental impacts from new development on the existing eco-systems and geologic resources, while providing a useful tool for directing development in an ecologically, aesthetically, and economically sane manner. The Environmental Resource Management Element includes the following goal and policies relevant to the proposed project:

Goal: Evaluate the state of the environment and formulate a program of planned management, wise utilization, and preservation of our natural resources to ensure the health, safety, and welfare of present and future generations.

COASTAL PREVENTION

Policy 2: Review and develop plans for the wise utilization of the coastal areas for the general welfare and socio-economic benefit of the community as a whole, taking into consideration the environmental recommendations of the Coastal Zone Commission, Natural Flood Insurance Administration and other governmental agencies dealing with the planned management and preservation of coastal resources.

VEGETATION AND WILDLIFE HABITATS

Policy 1: Conserve and enhance vegetation and wildlife habitats, especially areas of rare, endangered, or threatened species.

Oceanside Municipal Code

Municipal Code Chapter 31A, *Street Trees and Other Vegetation*, establishes rules and regulations relating to the planting and maintenance of trees and other plants and grassy areas in public places within the City.

5.3.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in Appendix 11.1, of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- 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 (refer to Impact Statement BIO-1);
- 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 (refer to Section 8.0, *Effects Found Not To Be Significant*);
- Have a substantial adverse effect on federally protected wetlands as defined by Section 4040 of the Clean Water Act (including, but not limited to, march, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (refer to Section 8.0, *Effects Found Not To Be Significant*);
- 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 (refer to Impact Statement BIO-2);
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (refer to Impact Statement BIO-3);
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan (refer to Impact Statement BIO-4).

Based on these standards/criteria, the effects of the proposed program have been categorized as either a "less than significant impact" or "significant and unavoidable impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.3.4 IMPACTS AND MITIGATION MEASURES

SPECIAL STATUS SPECIES

BIO-1 THE PROPOSED PROJECT COULD POTENTIALLY RESULT IN 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.

Impact Analysis:

SPECIAL-STATUS PLANT SPECIES

As stated, a total of 58 special-status plant species as well as eight special-status natural vegetation communities have been recorded in the USGS *Oceanside* and *San Luis Rey, California* 7.5-minute quadrangles by the CNDDB and CIRP and in the project region by IPaC. However, based on a field survey conducted on October 26, 2022, and a review of specific habitat preferences, distributions, and elevations ranges, no special-status plant species are expected to occur within the project site. Further, no special-status natural vegetation communities are located within the boundaries of the project site. The project site consists of land entirely mapped as urban/developed. These areas have been constructed upon or physically altered to a degree that natural soil substrates and native vegetation are no longer supported. Thus, project implementation would have no impact on special-status plant species would occur.

SPECIAL-STATUS WILDLIFE SPECIES

As stated, a total of 43 special-status wildlife species have been recorded in the USGS *Oceanside* and *San Luis Rey, California* 7.5-minute quadrangles by the CNDDB and in the project region by IPaC. Based on the results of a field survey conducted on October 26, 2022, and a review of specific habitat preferences, distributions, and elevation ranges, it was determined that the project site has high potential to support Cooper's hawk (a State WL species) as a foraging species. However, this species is not expected to nest on-site. Cooper's Hawk is also a covered species under the San Diego MHCP and requires no additional permitting following compliance with the MHCP and its preservation goals; refer to Impact Statement BIO-3 regarding project compliance with the MHCP. All remaining special-status wildlife species identified by the CNDDBS and IPaC have a low potential to occur or are not expected to occur within the project site. As such, impacts to special-status wildlife species would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

BIO-2 THE PROJECT COULD INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF WILDLIFE NURSERY SITES.

Impact Analysis: Habitat linkages provide links between larger habitat areas that are separated by development. Wildlife corridors are like linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet inadequate for others. Wildlife corridors are key features for dispersal, seasonal migration, breeding, and foraging. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The project site is not located within any wildlife corridors. The project site is surrounded by developed land on all sides, with minimal to no opportunities for movement of wildlife. Further, the closest wildlife corridor is approximately 0.75 mile to the northwest along the San Luis Rey River; however, the San Luis Rey River is separated from the project site by extensive development. Wildlife movement into or out of the project site is reduced by the lack of any connectivity to open space areas, by the presence of surrounding high-traffic roadways and an adjacent rail line, and existing residential developments. Additionally, elevated noise levels, vehicle traffic, lighting, and human presence associated with the surrounding residential and commercial developments and roadways decrease the suitability of the project site to be used as a wildlife movement corridor or linkage.

Further, the MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. The proposed project could affect raptors or migratory birds which are protected pursuant to the MBTA and CFGC. To reduce potential impacts to raptors and migratory birds, Mitigation Measure BIO-1 requires the development of an educational pamphlet for the identification of raptor nests and to guide tree pruning activities during the breeding season. Mitigation Measure BIO-2 requires a pre-construction clearance survey to determine the presence or absence of nesting birds within the construction area. If nesting birds are detected by a City-approved biologist, the following buffers must 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). With implementation of Mitigation Measures BIO-1 and BIO-2, the proposed project would not result in significant impacts to migratory birds. As such, impacts would be less than significant in this regard.

Mitigation Measures:

BIO-1 The project Applicant shall develop an educational pamphlet (in English and Spanish) for the identification of raptor nests and to guide tree pruning activities in suburban areas during the breeding season. Landscaping companies and tree trimming services that have projects in the City shall be required to use the pamphlet to educate their employees on the recognition of raptor nest trees. Trimming of trees containing raptor or migrating bird nests shall be prohibited during the raptor breeding season (January 15 to August 31).

BIO-2 Migratory Bird and Raptor Nest Buffers. 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 shall occur outside of the breeding season (January 15 to August 31). If removal of habitat and/or construction activities is necessary adjacent to nesting habitat during the breeding season, the Applicant shall retain a City-approved biologist to conduct a pre-construction survey to determine the presence or absence of non-listed nesting migratory birds on or within 300 feet of the construction area, and Federally or State-listed birds and raptors on or within 500 feet of the construction area. The pre-construction survey shall 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 shall contact the City and wildlife agencies (i.e., California Department of Fish and Wildlife and U.S. Fish and Wildlife Service) to determine the appropriate buffer.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

BIO-3 THE PROJECT WOULD NOT CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE.

No Impact. The City's local street tree removal policy states that trees located on City-owned property or within the public right-of-way that conflict with overall approved plans may be removed.[1] Per Municipal Code Chapter 31A, *Street Trees and Other Vegetation,* the superintendent of the Parks and Recreation Department has jurisdiction over removal of all trees, plants, hedges, shrubs, and grass planted or growing in streets, public areas, and parkways in the City (i.e., public places). As such, any trees/vegetation located in public right-of-way proposed for removal by the project would require the superintendent's supervision. Upon compliance with all removal conditions imposed by the superintendent, the project would be consistent with Municipal Code Chapter 31A. Impacts in this regard would be less than significant.

The City's LCP identifies two ESHAs within its boundaries: Buena Vista Lagoon and Loma Alta Creek. The project site is not located within or near either of these areas and thus would have no impact on the Buena Vista Lagoon or Loma Alta Creek ESHAs. The LCP also identifies the San Luis Rey River Specific Plan with specific conservation policies and goals. However, the project site is also not located within or near the San Luis Rey River and would have no impact on the river or the

[1] City of Oceanside, Public Works, Maintenance Division *Street Tree Removal Police*, https://www.ci.oceanside.ca.us/government/public-works/maintenance-operations-division/street-tree-maintenance/street-tree-removal-policy, accessed April 9, 2024.

implementation of the San Luis Rey River Specific Plan. As such, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

BIO-4 THE PROJECT COULD CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN.

Impact Analysis: The project site is located within the San Diego MHCP, a regional conservation plan established to protect sensitive species and habitats in northwestern San Diego County by the San Diego Association of Governments. Each jurisdiction that is a signatory to the MHCP implements the program through their respective subarea plan. As such, the following analysis evaluates the project's consistency with the MHCP, HMP, and Oceanside SAP.

MHCP CONSISTENCY ANALYSIS

The MHCP established several areas where conservation of habitat or species is required. To demonstrate compliance with the MHCP, the project must be outside of these conservation areas or would be required to meet certain mitigation requirements. Based on the Biological Resources Report, the project is not located within the MHCP's Biological Core and Linkage Area (BCLA; generally equivalent to FPAs that are implemented by participating cities); the Coastal California Gnatcatcher "core area"; or natural habitats, wetlands, or habitats that could support either narrow endemic species and/or wetland obligate species. The only covered species that is expected to occur is Cooper's hawk, which has a high potential to forage within the project site, particularly where there are large open areas where birds (prey) may be found, such as in open areas of the NCTD parking lots. However, Cooper's hawk is not expected to nest on-site given the lack of nesting habitat. MHCP Volume II Table 2-1 describes percent conservation requirements for impacts to narrow endemic, wetland obligate, and "all other" species both inside and outside of the FPA. "All other" species are presumed to include remaining covered species that are not narrow endemic or wetland obligate. Based on MHCP Volume II Table 2-1, the MHCP does not require any percent conservation for loss of on-site habitat, which qualifies as "nonhabitat (developed, disturbed, or agriculture)" and has a zero percent conservation requirement within the MHCP, or for Cooper's hawk, as the project site is not located within the FPA. As such, the proposed project is considered to be in compliance with the MHCP and no mitigation is required.

HMP CONSISTENCY ANALYSIS

The HMP established several areas where conservation and coverage for HMP-listed species is required. These areas include eight core FPAs that are connected to one another and to habitat areas outside the City by a variety of linkages and wildlife movement corridors. FPAs identified by the HMP are located in the southern portion of Oceanside. Specifically, the FPA for Core 1, approximately 206 acres in area, consists of Buena Vista Lagoon and adjoining wetland and upland habitats in northwest Carlsbad. Core 1 is connected to Core 2 via Buena Vista Creek, which is partially outside of Carlsbad in the City of Oceanside. The FPA for Core 2 is located in the northeastern portion of Carlsbad and is approximately 352 acres in area. Core 2 has linkages to Core 3 (Linkage Area A), Core 4 (Linkage

Area B), and the City of Oceanside. Dispersing gnatcatchers moving between Carlsbad and Oceanside must utilize this Core. Coastal sage scrub patches supply breeding habitat for the species, and the riparian habitats may help facilitate dispersal and winter foraging by the species.

The project site is not located within any identified FPAs described above. Therefore, HMP-specific avoidance measures would not apply to the proposed project.

OCEANSIDE SAP CONSISTENCY ANALYSIS

As introduced above, the Oceanside SAP is a draft document that is considered to be a part of the approved MHCP. Although not formally adopted by the City, the draft Oceanside SAP is acknowledged by the USFWS and CDFW as the City's implementing tool for instituting policies in accordance with the MHCP. Generally, compliance with the Oceanside SAP would support compliance with the MHCP. Much of the Oceanside planning area is divided into planning zones, each of which contain their own development standards. These include the FPA, which is composed of both hardline and softline preserves, gnatcatcher dispersal corridors, the Wildlife Corridor Planning Zone, the Agricultural Exclusion Zone, the Offsite Mitigation Zone, and the Pre-approved Mitigation Areas.

The project is not located within any of the designated planning zones described above. Therefore, zone-specific avoidance measures would not apply to the proposed project. The project occurs entirely on urban/developed lands with no naturally occurring vegetation or vegetation communities and no wetlands or jurisdictional waters. Therefore, the project would not require any additional mitigation or avoidance measures other than those listed below, which are required under the Oceanside SAP for all projects that may impact biological resources. This list has been modified from the full list of avoidance measures (referred to as "Project Implementation Guidelines" in the Oceanside SAP) required under Section 5.2.8 of the Oceanside SAP and only represents those that are anticipated to apply to this project. The applicable Project Implementation Guidelines are identified as mitigation measures in this EIR. Specifically, to reduce potential impacts to raptors and migratory birds, Mitigation Measure BIO-1 requires the project Applicant to develop an educational pamphlet for the identification of raptor nests and to guide tree pruning activities during the breeding season. Mitigation Measure BIO-2 requires a pre-construction clearance survey to determine the presence or absence of nesting birds within the construction area. Mitigation Measure BIO-3 requires watering on-site to avoid and minimize fugitive dust off-site during construction activities. Additionally, Mitigation Measure BIO-4 requires construction-related activities, vehicles, equipment, and materials be fenced within the project's development footprint and all debris and food-related trash items be enclosed within sealed containers. Further, Mitigation Measure BIO-4 prohibits the disposal or temporary placement of excess fill, brush, or other debris within waters of the U.S. or their banks. Lastly, all equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other such activities must occur in designated areas outside of waters of the U.S. within the project's development footprint.

Upon implementation of Mitigation Measures BIO-1 through BIO-4, the project would comply with the Oceanside SAP.

Overall, the project would be consistent with the MHCP and Oceanside SAP and impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measures BIO-1 and BIO-2, and the following:

BIO-3 During project construction, the project Applicant shall ensure that impacts from fugitive dust be avoided and minimized through watering and other appropriate dust control measures. Fugitive dust reduction measures to be implemented shall be specific on the project plans for City verification.

BIO-4 Prior to issuance of grading permits, the Applicant shall ensure that the following conditions are implemented during project construction:

- Employees shall strictly limit their activities, vehicles, equipment, and construction materials to the fenced project footprint;
- 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; and
- Pets of construction employee personnel shall not be allowed on the project site.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.3.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." As outlined in Table 4-1, *Cumulative Projects List*, and illustrated on Exhibit 4-1, *Cumulative Projects Map*, cumulative projects are situated in the site vicinity.

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO 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.**

Impact Analysis: As discussed, the City is largely built out with relatively little land available for new development. As a result, the cumulative development projects identified in Table 4-1 primarily consist of infill development and would result in development similar to what currently exists in the surrounding vicinity. Additionally, the City would review site-specific development proposals against the City's Municipal Code requirements for all future projects requiring discretionary approval. This regulatory procedure would ensure cumulative development is reviewed against the qualities and characteristics expected of development and major renovations in the City. Cumulative development would be reviewed against applicable General Plan policies.

As discussed above, there are no natural vegetation communities within the boundaries of the project. Instead, ground cover consists entirely of land mapped as urban/developed. While it was determined that the project site has high potential to support Cooper's hawk as a foraging species, this species is not expected to nest on-site. Cooper's Hawk is also a covered species under the MHCP and requires no additional permitting following compliance with the MHCP and its preservation goals. All remaining special-status wildlife species identified by the CNDDBS and IPaC have a low potential to occur or are not expected to occur within the project site. Therefore, the proposed project would not

result in cumulatively considerable impacts regarding candidate, sensitive, or special status species in local or regional plans, policies, or regulations. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **THE PROJECT, IN CONJUNCTION WITH CUMULATIVE PROJECTS, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO THE MOVEMENT OF NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF WILDLIFE NURSERY SITES.**

Impact Analysis: As discussed, the City is largely built out with relatively little land available for new development. As a result, the cumulative development projects identified in Table 4-1 primarily consist of infill development and would result in development similar to what currently exists in the surrounding vicinity. Additionally, the City would review site-specific development proposals against the City's Municipal Code requirements for all future projects requiring discretionary approval. This regulatory procedure would ensure cumulative development is reviewed to determine site-specific impacts associated with migratory birds and wildlife corridors. Further, cumulative development would be reviewed against applicable General Plan policies.

As discussed above, the project site would not be suitable for use as a wildlife movement corridor or linkage. Additionally, implementation of Mitigation Measure BIO-1 would require the development of an educational pamphlet by the project Applicant for the identification of raptor nests and to guide tree pruning activities during the breeding season. Mitigation Measure BIO-2 would require pre-construction clearance surveys be conducted during the breeding season to determine the presence or absence of nesting birds. With implementation of Mitigation Measures BIO-1 and BIO-2, the proposed project would not result in significant impacts to migratory birds. As such, the project's less than significant impacts would not be cumulatively considerable.

Mitigation Measures: Refer to Mitigation Measures BIO-1 and BIO-2.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.

- **THE PROJECT, IN CONJUNCTION WITH CUMULATIVE PROJECTS, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS REGARDING A CONFLICT WITH LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE.**

Impact Analysis: As discussed, the City is largely built out with relatively little land available for new development. As a result, the cumulative development projects identified in Table 4-1 primarily consist of infill development and would result in development similar to what currently exists in the surrounding vicinity. Additionally, the City would review site-specific development proposals against the City's Municipal Code requirements for all future projects requiring discretionary approval. This regulatory procedure would ensure cumulative development is reviewed to determine site-specific impacts with regards to consistency with local policies or ordinances protecting biological resources. Further, cumulative development would be reviewed against applicable General Plan policies.

As discussed above, the project site is not located within or near the boundaries of an ESHA and thus would have no impact on the Buena Vista Lagoon or Loma Alta Creek ESHAs. The LCP also identifies the San Luis Rey River Specific Plan with specific conservation policies and goals. However, the project site is also not located within or near the San Luis Rey River and would have no impact on the river or the implementation of the San Luis Rey River Specific Plan. Therefore, the proposed project would not result in cumulatively considerable impacts in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: No Impact.

- **THE PROPOSED PROJECT, IN CONJUNCTION WITH CUMULATIVE DEVELOPMENT, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS REGARDING A CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN.**

Impact Analysis: As discussed, the City is largely built out with relatively little land available for new development. As a result, the cumulative development projects identified in Table 4-1 primarily consist of infill development and would result in development similar to what currently exists in the surrounding vicinity. Additionally, the City would review site-specific development proposals against the City's Municipal Code requirements for all future projects requiring discretionary approval. This regulatory procedure would ensure cumulative development is reviewed to determine site-specific impacts with regard to consistency with the MHCP, HMP, and Oceanside SAP. Further, cumulative development would be reviewed against applicable General Plan policies.

As discussed above, the project is not located within any of the MHCP, HMP, or Oceanside SAP designated planning zones. Therefore, zone-specific avoidance measures would not apply to the proposed project. The project occurs entirely on urban/developed lands with no naturally occurring vegetation or vegetation communities and no wetlands or jurisdictional waters. Therefore, the project would not require any additional mitigation or avoidance measures other than those identified in Mitigation Measures BIO-1 through BIO-4, which are required under the Oceanside SAP for all projects that may impact biological resources. With implementation of Mitigation Measures BIO-1 through BIO-4, the proposed project would not result in cumulatively considerable impacts in this regard.

Mitigation Measures: Refer to Mitigation Measures BIO-1 through BIO-4.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.3.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to biological resources have been identified.

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5.4 TRIBAL AND CULTURAL RESOURCES

The purpose of this section is to identify existing cultural and tribal cultural resources within and around the project site and to assess the significance of such resources. Mitigation measures are recommended, as necessary, to minimize impacts as a result of project implementation. This section is primarily based upon the *Cultural and Paleontological Resources Identification Memorandum for the Oceanside Transit Center Redevelopment Project, Tremont Site, City of Oceanside, San Diego County, California* (Cultural Resources Study), prepared by Michael Baker International (Michael Baker) and dated November 14, 2022, and tribal consultation pursuant to Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52); refer to Appendix 11.4, *Cultural Resources Study*.

5.4.1 EXISTING SETTING

NATURAL SETTING

According to the *Geotechnical Investigation, Proposed NCTD Oceanside Transit Center Redevelopment, Oceanside, CA*, prepared by NOVA Services, Inc., dated August 11, 2021 (provided in Appendix 11.5, *Geotechnical Investigation*), the project site is located within the Peninsular Ranges Geomorphic Province of California, which extends from the Los Angeles region to the tip of Baja California in Mexico. This region is identified as a series of mountain ranges separated by fault zones, and a plain of lowered landforms; the project site is located within the coastal plain portion of this region. The mountain ranges are underlain primarily by metamorphic rocks that were intruded by marine and nonmarine sedimentary formations. The site slopes slightly from northeast to southwest. Elevations across the project site range from about 63 feet mean sea level (msl) at the northeastern portion of the site to about 43 feet msl in the southwestern corner of the site. The project site is underlain by Quaternary Deposits overlying San Onofre Breccia ranging from five feet (along the eastern project boundary) to 18 feet (along the western project boundary).

CULTURAL SETTING

Prehistoric Period

The earliest human occupation of coastal San Diego County and the San Luis Rey River watershed likely occurred during the Paleocoastal or Paleoindian Period, which is generally dated between about 8,500 and 13,000 years ago. The earliest human occupants were highly mobile hunter-gatherers who left behind little archaeological remains.

The first evidence of human occupation in this area dates to about 9,000 years ago; associated with the Millingstone Cultural Horizon, or as it is also known, the Encinitas Tradition. Millingstone populations established permanent settlements located primarily on the coast and in other locations with reliable water sources and a variety of potential food items. There they relied heavily on shellfish, seeds, and small animals. The period takes its name from the appearance of ground stone artifacts. In the Early Millingstone, manos and metates were commonly used ground stone artifacts. However, after approximately 5,000 years ago (when acorns become important in their diet), mortars and pestles become an important component of the artifact collection.

The period between 1,500 and 3,500 years ago is known as the Intermediate Period. A significant increase in population led to a rise in misuse of existing natural resources. Increased natural resource

consumption resulted from technological advancements such as the circular fishhook on the coast, greater use of the mortar and pestle to consume acorns more efficiently, and the use of the dart and atlatl to expand hunting capabilities. Larger numbers of settlements that are also bigger in size are observed in the archaeological record, suggesting a larger and more established population. Trade networks and greater craft specialization developed during this period.

During the Late Prehistoric, which began approximately 1,500 years ago and continued until the arrival of European settlers, is the period of development and prosperity of the Native American tribes encountered by the Spanish. Late Prehistoric livelihood consisted of hunting, trapping, fishing, and gathering, which continued the pattern of increased population and permanent settlements.

Historic Period

Spanish explorers first visited the coast of southern California in 1542. However, European settlement did not begin in the area until 1769, when Gaspar de Portola led an exploratory mission intended to open up Alta California to settlement. In 1769, Mission San Diego was established, followed in 1776 by Mission San Juan Capistrano. On June 13, 1798, Franciscan friars established Mission San Luis Rey de Francia approximately four miles east of the project site in order to bridge the distance between the two missions. Missionaries chose a location know to them as San Juan Capistrano el Viejo for the construction of Mission San Juan Capistrano. The local Native Americans called the place Tacayme. This location was chosen in part due to the large numbers of Native Americans in the vicinity who had proven friendly to the missionaries at San Juan Capistrano and whom the Franciscans believed would choose to convert.

The Franciscans called the local Native Americans Luiseños (after the mission). Luiseño territory included the San Luis Rey River and Santa Margarita River watersheds and ranged from the coast to Palomar Mountain in the southeast and Santiago Peak in the northeast. The Luiseño spoke a language of the Cupan group (Takic language family). Luiseño villages were most common along the coast and along the region's major rivers, where homes took the form of cone-shaped, partially underground structures built of grasses, brush, or bark. Similarly, smaller earth-covered structures served as sweathouses, and rectangular brush structures provided shade. A ceremonial enclosure was the spiritual center of the community. The area of Oceanside where the San Luis Rey River meets the coast was densely populated. Sparkman associated San Luis Rey with the Luiseño place name Keish. It is thought that the village located at the mouth of the San Luis Rey River (i.e., the closest documented village to the project site) was likely Wiawio. Other villages, the names of which are not recorded, may have also existed in the area. The resource containing areas of these known and unknown villages would have included the project site.

By the early 1800s, as introduced diseases led to population decline, and Spanish use of the land for agriculture and grazing made the Native Americans' reliance on their traditional lifestyle increasingly unsustainable, the majority of California's coastal Native American populations had entered the mission system.

In 1821, Mexico won its independence from Spain. The new state was nonreligious in nature and moved increasingly towards this approach for both the mission and dispersal of the mission properties among politically connected elites. In 1834, the missions were nonreligious and their lands were divided up. Little of the missions' lands and wealth went to the Native Americans. Mission San Luis Rey's properties were taken and auctioned. More than 600 ranchos were granted between 1833 and

1846 as the Mexican government sought to strengthen its authority over Alta California given the fear of involvement by the United States.

California was captured by the United States during the Mexican-American War of 1846–1848. The discovery of gold in California led to a population boom in the 1850s and 1860s. The completion of the Santa Fe Railroad in 1886 led to increased land development.

CITY OF OCEANSIDE

The California Southern Railway was completed from San Diego to San Bernardino in 1883. Seeing an opportunity to develop a townsite along the route, Andrew Jackson Meyers acquired 160 acres of present-day Oceanside through the Homestead Act that same year. Meyers worked with federal surveyor Cave J. Couts Junior to map the land and enlisted J. Chauncey Hayes to manage the sale of land parcels. "Ocean Side," as it was originally called, grew quickly through the 1890s. The booming coastal community was especially popular as a vacation destination for beachgoers visiting from inland areas of Southern California. By the turn of the twentieth century, Oceanside had all the makings of a small, bustling city including a wharf, commercial enterprises, churches of various denominations, and numerous hotels. Highway development connecting Oceanside to regional metropolitan centers during the 1920s encouraged further real estate development; however, the onset of the Great Depression stalled building and infrastructure growth during the 1930s. By the 1940s, the vicinity of the subject property featured a small number of low-density, single-family homes and retail establishments. Like many cities and towns in California, Oceanside experienced a period of unprecedented growth during and following World War II as a result of wartime mobilization, improvement of regional transportation networks, and an abundance of local recreational amenities. Notably, the construction of Camp Pendleton, the nation's largest Marine Corps Base, drew large numbers of new residents to the area during the war period. Between 1940 and the early 1950s, the population of Oceanside exploded from less than 5,000 people to more than 18,000 people. In step with residential real estate expansion, rapid development occurred downtown with the construction of modern civic buildings, retail establishments, and office complexes, particularly on main routes such as Mission Avenue and the South Coast Highway. The present NCTD complex in the project site was developed during the 1980s.

PROJECT SITE

Site History and Historic Context

Historic maps chart the development of the project site and vicinity. Nineteenth-century maps of the project vicinity portray the project site and vicinity as undeveloped public lands.

Shortly thereafter, the California Southern Railway was constructed adjacent to the project site. This railroad segment later became part of the Atchison, Topeka, and Santa Fe (AT&SF) Railroad. The railroad was first constructed between 1880 and 1888, and played a role in the development of San Diego County from 1880 to 1920. The railroad appears in United States Geological Survey maps beginning in 1893.

Sparked by the railroad, Oceanside developed quickly in the nineteenth and early twentieth centuries. The town outline was already laid out in 1893, and over the following decade more and more development occurred. The project site was located one block south of what was then First Street (today's Mission Boulevard) and the downtown area.

By the turn of the century, the western portion of the project site, which appears in maps as an undeveloped lot, was a maintenance yard for the AT&SF Railroad. Sanborn maps indicate that, in 1925, homes, a laundry, and a grain and feed warehouse were scattered throughout the project site. Aerial imagery from 1932 shows railway cars along the railroad adjacent to the project. By 1938 and 1946, additional homes and commercial structures were constructed in the project site and in the vicinity, with no significant changes to the railroad depicted, and by 1942, U.S. Highway 101 was constructed approximately two blocks east of the project. By 1950, numerous dwellings, auto parts stores and automotive service facilities, and other warehouse and commercial structures occupied the project site. These patterns persist in aerial imagery within the project site between 1946 and 1982, and in the early 1980s, the Oceanside Transit Center took over the property. By 1984, the Oceanside Transit Center had been developed, including construction around the station and a parking lot to the south. By 2005, the previously undeveloped lot at the western edge of the project site had been developed into a parking garage.

CULTURAL RESOURCES

Records Search

Literature searches of the California Historical Resources Information System (CHRIS) at the South Coastal Information Center (SCIC) located at San Diego State University were conducted on October 19, 2022. The searches were conducted to identify previous cultural resources studies and previously recorded cultural resources within a half-mile radius of the project site. The CHRIS search included a review of the California Inventory of Historic Resources, California Points of Historical Interest, California Historical Landmarks list, Archaeological Determinations of Eligibility for San Diego County, SCIC Historic Addresses Database, and the Built Environment Resource Directory for San Diego County.

PREVIOUS CULTURAL RESOURCES STUDIES

The SCIC records search identified 44 previously conducted cultural resources studies within a half-mile radius of the project site, seven of which were completed within the project area; refer to Cultural Resources Study Attachment 2, *South Coastal Information Center Search Results*. It should be noted that one hundred percent of the project site has been previously studied.

PREVIOUSLY RECORDED CULTURAL RESOURCES

The SCIC records search identified one previously recorded cultural resource (Atchison, Topeka, and Santa Fe Railroad Maintenance Yard P-37-027207/CA-SDI-017796) partially within the project site and 205 additional cultural resources within a half-mile radius of the project site (including one adjacent resource, Atchison, Topeka, and Santa Fe Railroad P-37-024739/CA-SDI-16385H); refer to Cultural Resources Study Attachment 2, *South Coastal Information Center Search Results*. It should be noted that the Atchison, Topeka, and Santa Fe Railroad is located west adjacent, but outside of the project site.

Atchison, Topeka, and Santa Fe Railroad Maintenance Yard (P-37-027207/CA-SDI-017796)

This resource overlaps the northern part of the project site north of West Topeka Street. The resource consists of the former maintenance yard for the AT&SF Railroad and adjacent to what is cited as "Mexican Tenements." The site dates from approximately 1880 until the 1980s, when it became part

of the NCTD. The site includes "multiple trash pits, cement foundations, rail lines, pipelines, an engine maintenance pit, and associated artifacts." Much of the site was recorded during the construction of the multi-story parking structure located just outside and northwest of the project site; the extensive excavation and grading activity led to a loss of the site's integrity. However, the part of the site that overlaps the project site did not undergo these major excavations and therefore may retain its integrity. This resource has not been formally evaluated for inclusion in the California Register of Historical Resources (CRHR).

Atchison, Topeka, and Santa Fe Railroad (P-37-024739/CA-SDI-16385H)

The AT&SF Railroad, originally called the Southern California Railroad, was constructed between 1880 and 1888, and played a role in the development of San Diego County from 1880 to 1920. As mentioned above, the segment is located immediately west adjacent, but outside of the project site. Segments of the AT&SF Railroad have been determined eligible for the National Register of Historic Places (NRHP) and CRHR; however, the segment adjacent to the project site was determined to be a non-contributing element to the eligible site due to a lack of overall integrity.

HISTORICAL SOCIETY CONSULTATION

On August 23, 2022, Michael Baker staff emailed a letter and figures depicting the project site to the Oceanside Historical Society. The correspondence requested any information or concerns regarding cultural resources or historical resources within the project site. A follow-up message was sent on October 27, 2022. On October 27, 2022, Kristi Hawthorne, Director of the Oceanside Historical Society, responded that the organization had no concerns about cultural or historical resources within the project site. Ms. Hawthorne suggested that the project incorporate a marker or plaque detailing the history of transportation services within Oceanside; refer to Cultural Resources Study Attachment 3, *Local Historical Society Consultation*.

Native American Consultation

SACRED LANDS FILES SEARCH

On August 26, 2022, Michael Baker contacted the Native American Heritage Commission (NAHC), requesting a review of the Sacred Lands Files (SLF) for any Native American cultural resources that might be impacted by the project. The NAHC responded on October 28, 2022, stating that the SLF search did not identify any Native American cultural resources which might be impacted by the project.

TRIBAL CONSULTATION

On December 14, 2022, the City sent notification letters to each of the applicable NAHC individuals and tribal organizations to consult in accordance with California Government Code 65352 (SB 18 of 2004) and AB 52 of 2014. Although no tribal cultural resources are identified on-site or in the project vicinity, the Rincon Band of Luiseño Indians, San Luis Rey Band of Mission Indians, and Viejas Band of Kumeyaay Indians responded to the notification letters, and San Luis Rey Band of Mission Indians and Viejas Band of Kumeyaay Indians indicated sensitivity of tribal cultural resources in the general area.

5.4.2 REGULATORY SETTING

FEDERAL LEVEL

National Register of Historic Places

Properties which are listed in or have been formally determined eligible for listing in the NRHP are automatically listed in the CRHR. The NRHP was established by the National Historic Preservation Act of 1966 as "an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify cultural resources and indicate what properties should be considered for protection from destruction or impairment." The NRHP recognizes properties that are significant at the national, State, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it meets one or more of the following criteria:

- *Criterion A (events):* It is associated with events that have made a significant contribution to the broad patterns of our history; or
- *Criterion B (persons):* It is associated with the lives of persons significant in our past; or
- *Criterion C (architecture):* It embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- *Criterion D (information potential):* It has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting at least one of the above designation criteria, resources must also retain integrity, or enough of their historic character or appearance to be "recognizable as historical resources and to convey the reasons for their significance." The National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, defined in the following manner:

- *Location:* The place where the historic property was constructed or the place where the historic event occurred; or
- *Design:* The combination of elements that create the form, plan, space, structure, and style of a property; or
- *Setting:* The physical environment of a historic property; or
- *Materials:* The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;
- *Workmanship:* The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory; or

- *Feeling:* The property's expression of the aesthetic or historic sense of a particular period of time; or
- *Association:* The direct link between an important historic event or person and a historic property.

STATE LEVEL

California Register of Historical Resources

The CRHR is an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change (Public Resources Code Section 5024.1[a]). The criteria for eligibility for the CRHR are consistent with the NRHP criteria but have been modified for State use in order to include a range of historical resources that better reflect the history of California (Public Resources Code Section 5024.1[b]). Certain properties are determined by the statute to be automatically included in the CRHR by operation of law, including California properties formally determined eligible for, or listed in, the NRHP.

Properties are eligible for listing in the CRHR if they meet one or more of the criteria listed above (i.e., *Criterion A [events]* through *Criterion D [information potential]*).

In addition, if it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (Public Resources Code Section 21083.2[a] and [b]).

Public Resources Code Section 21083.2(g) defines a unique archaeological resource as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

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

Senate Bill 18

Signed into law in 2004, SB 18 requires that cities and counties notify and consult with California Native American tribes about proposed local land use planning decisions for the purpose of protecting traditional tribal cultural sites. Cities and counties must provide general plan and specific plan amendment proposals to tribes that have been identified by the NAHC as having traditional lands located within the lead agency's boundaries. If requested by the tribes, the lead agency must also conduct consultations with the tribes prior to adopting or amending their general and specific plans.

Assembly Bill 52

On September 25, 2014, Governor Brown signed AB 52. In recognition of California Native American tribal sovereignty and the unique relationship of California local governments and public agencies with California Native American tribal governments, and respecting the interests and roles of project proponents, it is the intent of AB 52 to accomplish all of the following:

1. Recognize that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities.

2. Establish a new category of resources in CEQA called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation.

3. Establish examples of mitigation measures for tribal cultural resources that uphold the existing mitigation preference for historical and archaeological resources of preservation in place, if feasible.

4. Recognize that California Native American tribes may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Because CEQA calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.

5. In recognition of their governmental status, establish a meaningful consultation process between California Native American tribal governments and lead agencies, respecting the interests and roles of all California Native American tribes and project proponents, and the level of required confidentiality concerning tribal cultural resources, at the earliest possible point in CEQA environmental review process, so that tribal cultural resources can be identified, and culturally appropriate mitigation and mitigation monitoring programs can be considered by the decision making body of the lead agency.

6. Recognize the unique history of California Native American tribes and uphold existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the environmental review process pursuant to CEQA.

7. Ensure that local and tribal governments, public agencies, and project proponents have information available, early in CEQA environmental review process, for purposes of identifying and addressing potential adverse impacts to tribal cultural resources, and to reduce the potential for delay and conflicts in the environmental review process.

8. Enable California Native American tribes to manage and accept conveyances of, and act as caretakers of, tribal cultural resources.

9. Establish that a substantial adverse change to a tribal cultural resource has a significant effect on the environment.

California Public Resources Code

Public Resources Code Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites; identify the powers and duties of the NAHC; require descendants to be notified when Native American human remains are discovered; and provide for treatment and disposition of human remains and associated grave goods.

California Health and Safety Code

The discovery of human remains is regulated in accordance with California Health and Safety Code Section 7050.5, which states:

> *In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation…until the coroner…has determined…that the remains are not subject to…provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible…. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and…has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.*

California Native American Graves Protection and Repatriation Act

The California Native American Graves Protection and Repatriation Act of 2001 ensures that Native American human remains and cultural items are treated with respect and dignity.

LOCAL LEVEL

City of Oceanside General Plan

LAND USE ELEMENT

The General Plan Land Use Element contains policies for the acquisition, restoration, and preservation of cultural resources with specifically requiring archaeological surveys for proposed projects that meet the following criteria:

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

ENVIRONMENTAL RESOURCE MANAGEMENT ELEMENT

The Environmental Resource Management Element has been relied upon for the conservation of natural resources and the preservation of open space. With respect to cultural sites, the element's objective is to "encourage the conservation and protection of significant cultural resources for future scientific, historic, and education purposes." The prominent sites identified are Mission San Luis Rey, Rancho Guajome, and Grave of Francisco de Ulloa. Additionally, archaeological sites have been identified in the Fire Mountain area, near San Francisco Peak, and in the Guajome Lake Region.

5.4.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

SIGNIFICANCE GUIDELINES

Historical Resources

Impacts to a significant cultural resource that affect characteristics that would qualify it for the NRHP or that adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered a significant effect on the environment. These impacts could result from "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], 2000). Material impairment is defined as demolition or alteration "in an adverse manner [of] 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 of Historical Resources" (*CEQA Guidelines* Section 15064.5 [b][2][A]). CEQA states that when a project will cause damage to a historical resource, reasonable efforts must be made to preserve the resource in place or left in an undisturbed state. Mitigation measures are required to the extent that the resource could be damaged or destroyed by a project. Projects that follow the Secretary of the Interior's *Standards for the Treatments of Historic Properties* are typically mitigated below the level of significance.

Archaeological Resources

A significant prehistoric archaeological impact would occur if grading and construction activities result in a substantial adverse change to archaeological resources determined to be "unique" or "historic." "Unique" resources are defined in Public Resources Code Section 21083.2; "historic" resources are defined in Public Resources Code Section 21084.1 and *CEQA Guidelines* Section 15126.4.

Public Resources Code Section 21083.2(g) states:

> *As used in this section, "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:*
>
> 1. *Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;*
> 2. *Has a special and particular quality, such as being the oldest of its type or the best available example of its type; or*

3. *Is directly associated with a scientifically recognized important prehistoric or historic event or person.*

CEQA states that when a project would cause damage to a unique archaeological resource, reasonable efforts must be made to preserve the resource in place or leave it in an undisturbed state. Mitigation measures are required to the extent that the resource could be damaged or destroyed by a project. Implementation of the following mitigation measures would mitigate to the greatest extent feasible the potential for future projects to impact archaeological resources.

Tribal Cultural Resources

AB 52 established a new category of resources in CEQA called tribal cultural resources (Public Resources Code Section 21074). "Tribal cultural resources" are either of the following:

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

AB 52 also created a process for consultation with California Native American Tribes in the CEQA process. Tribal Governments can request consultation with a lead agency and give input into potential impacts to tribal cultural resources before the agency decides what kind of environmental assessment is appropriate for a proposed project. The Public Resources Code now requires avoiding damage to tribal cultural resources, if feasible. If not, lead agencies must mitigate impacts to tribal cultural resources to the extent feasible.

CEQA SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in Appendix 11.1, *Notice of Preparation/Initial Study*, of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

Cultural Resources

a) Cause a substantial adverse change in the significance of a historical resource pursuant to *CEQA Guidelines* Section 15064.5 (refer to Impact Statement CUL-1);

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to *CEQA Guidelines* Section 15064.5 (refer to Impact Statement CUL-2);

c) Disturb any human remains, including those interred outside of dedicated cemeteries (refer to Impact Statement CUL-3).

Tribal Cultural Resources

d) 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) (refer to Impact Statement CUL-4); or

e) 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe (refer to Impact Statement CUL-4).

5.4.4 IMPACTS AND MITIGATION MEASURES

HISTORICAL RESOURCES

CUL-1 THE PROJECT COULD CAUSE A SIGNIFICANT IMPACT TO A HISTORICAL RESOURCE.

Impact Analysis: The SCIC records search, literature and historical map review, and historical society consultation identified no historical resources, as defined by CEQA Section 15064.5(a), within the project area. However, one unevaluated resource, the AT&SF Railroad Maintenance Yard (P-37-027207/CA-SDI-017796), was identified within the project area. This resource consists of a collection of refuse deposits, foundations, and other historic-in-age archaeological resources associated with the rail maintenance yard and tenements formerly located within and adjacent to the project site. However, the resource was heavily impacted by the construction of the parking garage adjacent to the project site. Nevertheless, the current condition of the site (i.e., the portion located within the project site) is unknown. As such, project excavation could encounter native soils which have the potential to support unknown buried historic-in-age archaeological resources.

Overall, the Cultural Resources Study concludes that the site has high sensitivity for near-surface historic-age archaeological resources. The project area was built up after the coming of the railroad in the late nineteenth century. The project area was located just south of Oceanside's main downtown area, and so it was developed as Oceanside expanded. This development continued into the middle twentieth century, until the numerous buildings within the project area (largely single-family residences, warehouse, and commercial buildings) were demolished and the area paved over. The paving of the project area would have had the effect of sealing in and protecting the historic-period archaeological record.

Past excavations in the northern part of the project area revealed that historic-period archaeological resources associated with the AT&SF Railroad Maintenance Yard (P-37-027207/CA-SDI-017796) are indeed sealed beneath the surface. These included refuse deposits, foundations, pipelines, rail lines, and a maintenance pit. Similarly, features including refuse deposits, foundations, and possibly other features associated with domestic, commercial, and industrial life in early Oceanside are anticipated to exist within the project area.

As such, prior to the beginning of earth-moving construction activities (including initial pavement removal and grading), Mitigation Measure CUL-1 would require the workers be informed of procedures relating to the discovery of unanticipated cultural resources (as outlined in Mitigation Measure CUL-2). Specifically, workers would be cautioned to not collect artifacts and directed to inform a construction supervisor and on-site archaeological monitor in the event that cultural remains are discovered during the course of construction. Mitigation Measure CUL-2 would require a cultural resources monitoring and discovery plan (CRMDP) be prepared and conducted by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology. Specifically, the CRMDP would be required to include specific monitoring methods, personnel, and procedures to be followed in the event of an archaeological resource discovery.

Further, all ground-disturbing activities that have the potential to encounter archaeological resources would be subject to Mitigation Measure CUL-3, which requires a qualified archaeological monitor (working under an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology) be present during ground-disturbing activities including, but not limited to, geotechnical boring, boring, trenching, grading, excavation, and pavement removal.

In the unlikely event that archaeological resources are encountered during project construction, Mitigation Measure CUL-4 would require all project construction efforts to halt until an archaeologist examines the site, identifies the archaeological significance of the find, and recommends a course of action. In the event that a previously unknown archaeological resource is discovered and disturbance to such a resource cannot be avoided, Mitigation Measure CUL-5 would require a Phase III study ("data recovery") be conducted, pursuant to *CEQA Guidelines* Section 15064.5. The Phase III study would generally consist of a limited-scale program of archaeological excavation and laboratory analysis. Any resources recovered would be properly curated, as appropriate. With implementation of Mitigation Measures CUL-1 through CUL-5, the project would not cause a substantial adverse change in the significance of historic-in-age cultural resource, and impacts would be reduced to less than significant levels.

Mitigation Measures:

CUL-1 Workers Environmental Awareness Program. Prior to the beginning of the earth-moving construction activities (including initial pavement removal and grading), a qualified archaeologist retained by the project Applicant shall prepare and present a Workers Environmental Awareness Program (WEAP) training for all contractors, subcontractors, and workers expected to be on-site throughout the entire construction period. The qualified archaeologist shall meet the Secretary of the Interior's Professional Qualification Standards for Archaeology (48 Federal Register 44738). The WEAP shall inform the construction crew of the cultural resource values involved and of the regulatory protections afforded to those resources. The crew shall also be informed of procedures relating to the discovery of unanticipated resources (as outlined in the cultural resources monitoring and discovery plan). The crew shall be cautioned not to collect artifacts, and directed to inform a construction supervisor and the on-site archaeological monitor in the event that cultural remains are discovered during the course of construction, including if a cultural resources monitor is not present. The qualified archaeologist shall administer supplemental briefing to all new construction personnel, prior to their commencement of earth-moving construction activities.

CUL-2 Cultural Resources Monitoring and Mitigation Plan. In the event a cultural resource is discovered, a qualified archaeologist retained by the project Applicant shall prepare and implement a cultural resources monitoring and discovery plan (CRMDP), which specifies monitoring methods, personnel, and procedures to be followed. The monitoring plan shall identify what activities require monitoring, describe monitoring procedures, and outline the protocol to be followed in the event of a find. Criteria shall be outlined, and triggers identified when further consultation (i.e., Native American consultation) is required for the treatment of a find (including consistency with Mitigation Measures CUL-6 through CUL-14). Key staff shall be identified, and the process of notification and consultation shall be specified in the CRMDP. A curation plan shall also be outlined in the CRMDP. All archaeological work shall be conducted under the direction of a qualified archaeological Principal Investigator who meets the Secretary of the Interior's Professional Qualification Standards for Archaeology (48 Federal Register 44738).

CUL-3 Archaeological Resources Monitoring. Archaeological monitoring for all ground-disturbing activities that have the potential to encounter archaeological resources shall be conducted by a qualified archaeological monitor, retained by the project Applicant, who is working under the guidance of an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology (48 Federal Register 44738). Ground-disturbing activities include, but are not limited to, geotechnical boring, boring, trenching, grading, excavating, and pavement removal. The archaeological monitor shall observe ground-disturbing activities in all areas with potential to contain significant cultural deposits. If discoveries are made during ground-disturbing activities, additional work may be required in accordance with the terms specified in the cultural resources monitoring and discovery plan (required under Mitigation Measure CUL-2).

CUL-4 Evaluation of Unanticipated Finds. In the event an archaeological resource is unearthed during excavation, all excavations shall be halted within 50 feet of the find. Work shall stop immediately, and the discovery shall be evaluated by a qualified archaeologist, retained by the project Applicant, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology (48 Federal Register 44738), pursuant to the procedures set forth within *CEQA Guidelines* Section 15064.5. Depending on the nature of the find, the determination of significance may require additional excavation, potentially including the preparation and execution of a Phase II Archaeological Testing Plan. As the lead agency, the City of Oceanside shall make a determination of significance on the basis of the recommendations of the qualified archaeologist.

CUL-5 Treatment of Unanticipated Finds. Avoidance and preservation-in-place are the preferred treatment for historical resources, but avoidance is not always feasible. In an event that a previously unknown archaeological resource is discovered and disturbance to such a resource cannot be avoided, a Phase III, or "data recovery," phase of investigation shall be required, pursuant to *CEQA Guidelines* Section 15064.5. The Phase III study shall be prepared by a qualified archaeologist retained by the project Applicant and generally consist of a limited-scale program of archaeological excavation and laboratory analysis. Any resources recovered shall be properly curated, as appropriate. Mitigation shall be considered complete when finds are curated and documentation of findings is completed to a level satisfactory to the City of Oceanside and filed with the South Coastal Information Center of the California Historical Resources Information System.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

ARCHAEOLOGICAL RESOURCES

CUL-2 THE PROJECT COULD CAUSE A SIGNIFICANT IMPACT TO AN ARCHAEOLOGICAL RESOURCE ON-SITE.

Impact Analysis: As discussed, results from the Cultural Resources Study indicate that the project site does not contain known archaeological resources. However, the site is located within 0.5 mile of the Pacific Ocean coast and at a similar distance to the San Luis Rey River, which is expected to have been heavily utilized by local Native Americans. However, the project site is located on an unprotected coastal plain subject to extreme weather blowing in from the Pacific Ocean and is more than 0.5-mile from a permanent freshwater source. As such, the project site would have been a resource procurement area rather than a permanent village site. The surface sediments underlying the project area are mapped as dating from the middle to late Pleistocene in age (770,000 to 11,700 years ago). While surface archaeological sites and shallow Holocene deposits may lay unconformably upon these Pleistocene deposits, and cut-fill features may intrude into them, they are too young to typically contain intact prehistoric archaeological deposits. Any prehistoric resources located within the project area are likely to have been destroyed by human activity from the nineteenth century onward.

Nonetheless, the site could contain previously undiscovered archaeological resources. The proposed earthwork would involve grading activities, including deeper excavations for installation of underground parking structures. Quaternary Deposits overlying San Onofre Breccia deposits range from five feet (along the eastern project boundary) to 18 feet (along the western project boundary). As such, project excavation would encounter native soils which have the potential to support unknown buried archaeological resources.

Prior to the beginning of earth-moving construction activities (including initial pavement removal and grading), Mitigation Measure CUL-1 would require that construction workers are informed of procedures relating to the discovery of unanticipated archaeological resources (as outlined in Mitigation Measure CUL-2). Specifically, workers would be cautioned to not collect artifacts and directed to inform a construction supervisor and on-site archaeological monitor in the event that cultural remains are discovered during the course of construction. Mitigation Measure CUL-2 would require a CRMDP be prepared and conducted by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology. Specifically, the CRMDP would include specific monitoring methods, personnel, and procedures to be followed in the event of an archaeological resource discovery.

Further, all ground-disturbing activities that have the potential to encounter archaeological resources would be subject to Mitigation Measure CUL-3, which requires a qualified archaeological monitor (working under an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology) be present during ground-disturbing activities including, but not limited to, geotechnical boring, boring, trenching, grading, excavation, and pavement removal.

In the unlikely event that archaeological resources are encountered during project construction, Mitigation Measure CUL-4 would require all project construction efforts to halt until an archaeologist examines the site, identifies the archaeological significance of the find, and recommends a course of action. In the event that a previously unknown archaeological resource is discovered and disturbance to such a resource cannot be avoided, Mitigation Measure CUL-5 would require a Phase III study

("data recovery") be conducted, pursuant to *CEQA Guidelines* Section 15064.5. The Phase III study would generally consist of a limited scale program of archaeological excavation and laboratory analysis. Any resources recovered would be properly curated, as appropriate. With implementation of Mitigation Measures CUL-1 through CUL-5, the project would not cause a substantial adverse change in the significance of an archaeological resource or site pursuant to Section 15064.5 of the *CEQA Guidelines*, and impacts would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measures CUL-1 through CUL-5.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

DISTURBANCE OF HUMAN REMAINS

CUL-3 THE PROJECT COULD CAUSE A SIGNIFICANT IMPACT REGARDING THE DISTURBANCE TO HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF DEDICATED CEMETERIES.

Impact Analysis: Due to the level of past disturbance within the project site, it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during earth removal or ground-disturbing activities. Nonetheless, prior to the issuance of a grading permit, Mitigation Measure CUL-6 would require the project Applicant to enter a pre-excavation agreement (Tribal Cultural Resources Treatment and Tribal Monitoring Agreement) with the Traditionally and Culturally Affiliated (TCA) Native American Monitor(s) associated with a TCA Kumeyaay Tribe and the Luiseño Tribe to ensure appropriate protocols are in place in the event unknown tribal cultural resources or human remains are discovered during ground-disturbing activities. If human remains are found, Mitigation Measure CUL-7 would require those remains receive proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Sections 7050.5 through 7055 describe the general provisions for human remains. Specifically, Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 would be implemented, including notification of the County Coroner, notification of the NAHC, and consultation with the individual identified by the NAHC to be the most likely descendant. If human remains are found during excavation, excavation must stop near the find and any area that is reasonably suspected to overlay adjacent remains until the County Coroner has been called out, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with Mitigation Measures CUL-6 and CUL-7, impacts related to the disturbance of human remains would be less than significant.

Mitigation Measures:

CUL-6 Prior to the issuance of a grading permit, the project Applicant 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 Kumeyaay Tribe and 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 project Applicant and the TCA Native American Monitor(s) 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. At the discretion of the TCA Native American Monitor(s), 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 36 Code of Federal Regulations 79.

CUL-7 As specified by the State of California Public Resources 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 TCA Native American Monitor(s). 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.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

TRIBAL CULTURAL RESOURCES

CUL-4 THE PROJECT COULD CAUSE A SIGNIFICANT IMPACT TO A TRIBAL CULTURAL RESOURCE.

Impact Analysis: As stated above, the City sent letters inviting tribes to consult on the project per AB 52 and SB 18 on December 14, 2022. The tribes had 30 days to respond to the City's request for consultation pursuant to AB 52 and 90 days pursuant to SB 18. The Viejas Band of Kumeyaay Indians, the San Luis Rey Band of Mission Indians, and Rincon Band of Luiseño Indians, responded to the notification letters within the response period.

The Viejas Band of Kumeyaay Indians also identified the project site and surrounding area as sensitive for the potential discovery of resources during grading activities. As part of this consultation process, Mitigation Measures CUL-8 through CUL-14 are required. As discussed in Impact Statement CUL-2, the project proposes excavation activities for the purpose of site grading. As such, project excavation could encounter native soils which has the potential to support unknown tribal cultural resources. Prior to the issuance of a grading permit, Mitigation Measure CUL-6 would require the project Applicant to enter a pre-excavation agreement (Tribal Cultural Resources Treatment and Tribal Monitoring Agreement) with the TCA American Monitor(s) to ensure appropriate protocols are in

place in the event unknown tribal cultural resources or human remains are discovered during ground-disturbing activities. Further, Mitigation Measure CUL-8 requires the project Applicant to provide a written and signed letter to the City's Planning Division indicating a qualified archaeologist and TCA Native American Monitor(s) have been retained to implement the monitoring program specified in the pre-excavation agreement. The qualified archaeologist and TCA Native American Monitor(s) would be required to attend all applicable pre-construction meetings with the general contract to present the archaeological monitoring program as required by Mitigation Measure CUL-9. Mitigation Measure CUL-10 would require on-going collaborative consultation between the qualified archaeologist and TCA Native American Monitor(s)during all ground-disturbing activities. Additionally, the project Applicant would be required to notify the City's Planning Division of the start and end of all construction activities. As indicated in Mitigation Measure CUL-11, the qualified archaeologist, in consultation with the TCA Native American Monitor(s), would be required to prepare a "control grade procedure" subject to approval by the City. The control grade procedure would be required to establish requirements for ground-disturbing activities associated with construction equipment in areas considered culturally sensitive through the cultural resources mitigation monitoring process. In the event that tribal cultural resources are encountered during project construction, Mitigation Measure CUL-12 would require all project construction efforts to halt until an archaeologist and TCA Native American Monitor(s) examine the site, evaluate the tribal cultural significance of the find, and recommend a course of action. It should be noted that avoidance and protection of the tribal cultural resource would be the preferable mitigation technique. As described in Mitigation Measure CUL-13, all tribal cultural resources uncovered during ground-disturbing activities are required to be relinquished to the corresponding Native American tribe. Prior to the release of the grading bond, Mitigation Measure CUL-14 requires a monitoring report, if appropriate, be submitted to the City's Planning Division indicating the results of the archaeological monitoring program including any Native American monitor notes and be subject to approval by the City's Planning Division. As such, with implementation of Mitigation Measures CUL-6 through CUL-14, impacts to tribal cultural resources would be reduced to less than significant levels.

The Rincon Band of Luiseño Indians and San Luis Rey Band of Mission Indians formally requested consultation with the City and requested a copy of the Cultural Resources Study. The City provided the tribes with the Cultural Resources Study, which included a SCIC records search, literature and historical map review, consultation with the Oceanside Historical Society, buried archaeological site sensitivity analysis, San Diego Natural History Museum paleontological records search, and a search of online and published databases to identify paleontological localities; refer to Appendix 11.4. Tribal consultation with the San Luis Rey Band of Mission Indians occurred on June 22, 2023. The tribe indicated a strong sensitivity of the project site and surrounding area for the potential discovery of resources during grading activities. Mitigation Measures CUL-6 and CUL-8 through CUL-14 have been provided as part of the consultation process. Tribal representatives agreed with the recommended mitigation measures and consultation has been deemed complete.

Mitigation Measures: Refer to Mitigation Measure CUL-6, and the following:

CUL-8 Prior to the issuance of a grading permit, the project Applicant shall provide a written and signed letter to the City of Oceanside Planning Division stating that a qualified archaeologist and Traditionally and Culturally Affiliated (TCA) Native American Monitors associated with the Kumeyaay Tribe and Luiseño Tribe have been retained at the project Applicant's expense to implement the monitoring program, as described in the pre-excavation agreement.

CUL-9 The qualified archaeologist and TCA Native American Monitor(s) (pursuant to Mitigation Measure CUL-8) 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 TCA Native American Monitor(s) 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.

CUL-10 The qualified archaeologist shall maintain on-going collaborative consultation with the TCA Native American Monitor(s) (pursuant to Mitigation Measure CUL-8) 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 project Applicant or grading contractor shall notify the City of Oceanside Planning Division of the start and end of all ground-disturbing activities.

CUL-11 In order for potentially significant archaeological artifact deposits and/or cultural resources to be readily detected during mitigation monitoring, a written "controlled grade procedure" shall be prepared by a qualified archaeologist, in consultation with the TCA Native American Monitor(s) (pursuant to Mitigation Measure CUL-8) and the project Applicant, 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 TCA Native American Monitor(s) 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.

CUL-12 The qualified archaeologist and TCA Native American Monitor(s) (pursuant to Mitigation Measure CUL-8) 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 TCA Native American Monitor(s) determine that the unearthed tribal cultural resource, artifact deposits, or cultural features are considered potentially significant to a TCA Luiseño Tribe or TCA Kumeyaay Tribe that has participated in the state-prescribed consultation process for this project, the TCA Luiseño Tribe or TCA Kumeyaay Tribe 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 and/or TCA Kumeyaay 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 shall be collected using professional archaeological collection methods. The data recovery plan shall also incorporate and reflect the tribal values of the TCA Luiseño Tribes and/or TCA Kumeyaay Tribes that have participated in the State-prescribed consultation process for the proposed project. If the qualified archaeologist collects such resources, the TCA Luiseño Native American Monitor and TCA Kumeyaay 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 TCA Luiseño Native American Monitor and TCA Kumeyaay Native American Monitor, at their discretion, may collect said resources and provide them to the appropriate TCA Luiseño Tribe and/or TCA Kumeyaay 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 TCA Native American Monitor(s), deems the cultural resource or feature has been appropriately documented and/or protected.

CUL-13 The project Applicant 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 and/or TCA Kumeyaay 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.

CUL-14 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 TCA Native American Monitor(s)' notes and comments, to the City of Oceanside Planning Division for approval.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.4.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts."

- **THE PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD CAUSE CUMULATIVELY CONSIDERABLE IMPACTS TO HISTORICAL RESOURCES, ARCHAEOLOGICAL RESOURCES, OR TRIBAL CULTURAL RESOURCES.**

Impact Analysis: Table 4-1 identifies the related projects and other possible development in the area determined as having the potential to interact with the project to the extent that a significant cumulative effect may occur. Project-related impacts to historical, archeological, and tribal cultural resources have been determined to be less than significant with implementation of Mitigation Measures CUL-1 through CUL-14. Future cumulative projects would be evaluated on a project-by-project basis to determine the extent of potential impacts to site-specific historical, archaeological, and/or tribal cultural resources. Related projects would be required to adhere to State and federal regulations, as well as project-specific mitigation measures.

As discussed under Impact Statements CUL-1 through CUL-4, implementation of Mitigation Measures CUL-1 through CUL-14 would reduce potentially significant project impacts to historical, archaeological, and tribal cultural resources to less than significant levels. Thus, the project's less than significant impacts would not be cumulatively considerable.

Mitigation Measures: Refer to Mitigation Measures CUL-1 through CUL-14.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.4.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to tribal and cultural resources have been identified.

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5.5 GEOLOGY AND SOILS

This section describes the geologic and seismic conditions within the project area and evaluates the potential for geologic hazard impacts associated with implementation of the proposed project. This section is primarily based upon the following technical studies; refer to Appendix 11.5, *Geotechnical Investigation*, and Appendix 11.4, *Cultural Resources Study*:

- *Geotechnical Investigation, Proposed NCTD Oceanside Transit Center Redevelopment, Oceanside, California* (Geotechnical Investigation), prepared by NOVA Services, Inc., dated August 11, 2021; and
- *Cultural and Paleontological Resources Identification Memorandum for the Oceanside Transit Center Redevelopment Project, Tremont Site, City of Oceanside, San Diego County, California* (Cultural Resources Study), prepared by Michael Baker International, dated November 14, 2022.

5.5.1 EXISTING SETTING

GEOLOGICAL SETTING

Regional Geology

The site is located within a portion of southern California, which stretches from the Los Angeles area to Baja California in Mexico. This region consists of a series of mountain ranges separated by fault zones, and a coastal plain of landforms. Metamorphic rocks that were affected by igneous rocks underlie the mountain ranges, while marine and nonmarine sedimentary formations underlie the coastal plain.

Site Topography and Geology

Elevations across the project site range from about 63 feet mean sea level (msl) at the northernmost parking lot to about 43 feet msl in the southwest corner of the site. Generally speaking, Tremont Street on the east of the site is 10 feet higher than Cleveland Street on the west.

The site is located within the coastal portion of the region, and is underlain by Old Paralic Deposits, which overlie San Onofre Breccia. At the meeting points between the two deposits, a downward slope begins from the eastern portion of the site, near Tremont Street, down toward the western portion of the project site near Cleveland Street. It also appears to slope downward from the northern portion of the project site, slightly downward to the south.

Old Paralic Deposits

Based on the Geotechnical Investigation, Old Paralic Deposits were found from the surface, up to depths ranging from about 6.5 feet to 16.5 feet at the central portion of the project site. These deposits are reddish brown to orange and yellow brown, and contain silty sand with some having scattered gravel.

San Onofre Breccia

The project site contains pale, olive-brown to gray, orange-brown clay-like to silty sandstone types of San Onofre Breccia which include gravel and cobble. San Onofre Breccia is expected to include fragments of oversized material (rock larger than six inches).

Groundwater

Based on borings conducted as part of the Geotechnical Investigation, groundwater was not found on-site. Perched groundwater commonly occurs where material which is easily passed through by water overlies materials which does not allow water to pass through as easily, often after periods of rainfall. Groundwater levels may change in the future due to rainfall, irrigation, broken pipes, or changes in site drainage. Thus, although not encountered or expected within 40 to 50 feet below ground surface (bgs), groundwater could rise, given seasonal variations in rainfall.[1]

SEISMIC HAZARDS

Potential seismic hazards involve primary hazards (i.e., surface fault rupture and seismicity/ground shaking) and secondary hazards including liquefaction, seismically-induced settlement, lateral spreading, seismically-induced landslides, seismically-induced flooding, seiches, and tsunamis. The primary and secondary seismic hazards with potential to impact the project site are discussed below.

Faulting and Seismicity

The site is located in a seismically active area, as is the majority of southern California. Major known active faults in the region consist of the San Andreas, Elsinore, and San Jacinto faults located northeast of the site, and the San Clemente, San Diego Trough, and Agua Blanca-Coronado Bank faults located to the west of the site. The tectonic setting of the metropolitan San Diego area includes the Newport-Inglewood-Rose Canyon fault zone. This fault zone includes off-shore faulting from Newport Beach southeastward past Oceanside, until it returns back onshore at La Jolla Cove.

SURFACE FAULT RUPTURE

Based on the Geotechnical Investigation, no active surface faults are located across the site. The nearest active fault is the Oceanside portion of the Newport-Inglewood-Rose Canyon fault zone, located approximately 4.6 miles to the southwest. Evidence of active faulting was not observed at the site during the time of field evaluation. The probability of fault rupture is considered very low.

SEISMIC GROUND SHAKING

Earthquake events from one of the regional active or potentially active faults near the project area could result in strong ground shaking. The level of ground shaking at a given location depends on many factors, including the size and type of earthquake, distance from the earthquake, and geological

[1] NOVA Services, Inc., *Design Phase Infiltration Feasibility Study, Proposed NCTD Oceanside Transit Center Redevelopment, Oceanside, California*, January 15, 2024.

conditions. The type of construction also affects how particular structures and improvements perform during ground shaking.

Secondary Seismic Hazards

LIQUEFACTION

Liquification occurs when loose, wet, fine sands and silts are subjected to strong ground shaking. The soils lose strength and become liquid, resulting in large changes in ground surface settlements, as well as possible lateral spreading during an earthquake. Per the Geotechnical Investigation, due to the lack of shallow groundwater and given the relatively dense nature of the materials beneath the site, the potential for liquefaction and settlement to occur is considered very low.

LANDSLIDES

Per the Geotechnical Investigation, evidence of landslides, deep-seated landslides, or slope instabilities on site were not observed. Additionally, there are no mapped landslides in the vicinity of the project site. The potential for landslides or slope instabilities to occur at the site is considered very low.

SOIL EROSION

Erosion is a process by which soil or earth material is loosened or dissolved and removed from its original location. Erosion can occur by varying processes and may occur at the project site where bare soil is exposed to wind or moving water (both rainfall and surface runoff). The process of erosion is generally affected by material type, terrain steepness, rainfall or irrigation levels, surface drainage conditions, and general land uses. Key factors to erosion, runoff, and sedimentation practices include the type of climate, topography, soil, and vegetation of the area. The project site could be subject to erosion or loss of topsoil during ground-disturbing activities.

SUBSIDENCE

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. According to the Geotechnical Investigation, the project site is not located within an area of known ground subsidence. Additionally, no large-scale extraction of groundwater, gas, oil, or geothermal energy have occurred or are planned at the site or in the general site vicinity. Accordingly, the potential for subsidence in the project area is considered low.

COMPRESSIBLE/COLLAPSIBLE SOILS

Compressible soils are generally comprised of soils that undergo consolidation when exposed to new loading, such as fill or foundation loads. Soil collapse is a phenomenon where the soils undergo a significant decrease in volume upon increase in moisture content, with or without an increase in external loads. Buildings, structures, and other improvements may be subject to excessive settlement-related changes when compressible soils or collapsible soils are present. The project area is underlain by relatively dense materials. Therefore, potentially compressible/collapsible soils are not present on-site.

EXPANSIVE SOILS

Expansive soils include clay minerals that are characterized by their ability to undergo significant volume change (shrink or swell) due to variations in moisture content. Sandy soils are generally not expansive. Changes in soil moisture content can result from rainfall, irrigation, pipeline leakage, surface drainage, perched groundwater, drought, or other factors. Changes in volume of expansive soil may cause excessive cracking and heaving of structures with shallow foundations, concrete slabs-on-grade, or pavements supported on these materials. According to the Geotechnical Investigation, on-site soils are classified as having very low potential for expansion.

PALEONTOLOGICAL RESOURCES

A paleontological resource is a natural resource characterized as animal or plant fossilized remains but may also include specimens of non-fossil material dating to any period before human occupation. These resources are valued for the information they yield about the history of the earth and its past ecological settings. The resources are typically found in sedimentary formations. Often, they appear as simply small outcroppings visible on the surface; other times they are below the ground surface and may be encountered during grading.

According to the Cultural Resources Study, the project site is underlain at the surface by Old Paralic Deposits, which are generally equivalent to the marine deposits of the Bay Point Formation (approximately 750,000 to 10,000 years old). The Bay Point Formation has been assigned a high paleontological sensitivity for the diverse and well-preserved fossils of marine invertebrates, marine vertebrates, and occasional land-based vertebrates that have been recovered from these deposits in western San Diego County. Therefore, the potential for significant fossil discoveries in shallow soils at the project site is anticipated to be high.

Additional paleontological resources records search within five miles of the project site was conducted as part of the Cultural Resources Study. While the database search did not identify any resources on-site, several records have been found within two miles of the project area from geologic formations similar to those underlying the project site. Per mitigation impact guidelines set forth by the Society of Vertebrate Paleontology (SVP), due to the fossil sensitivity of the rock formations present within the project site, the potential to disturb unknown paleontological resources within undisturbed bedrock at the project site is high.

5.5.2 REGULATORY SETTING

FEDERAL LEVEL

Federal Clean Water Act

The primary goals of the Federal Clean Water Act (CWA) are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for water quality management and control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, anti-degradation policy, nonpoint-source discharge programs, and wetlands protection. The U.S. Environmental Protection Agency (EPA) has delegated the administrative responsibility for portions of the CWA to State and regional agencies. Under the

NPDES permit program, the EPA establishes regulations for discharging stormwater by municipal and industrial facilities and construction activities. CWA Section 402 prohibits discharge of pollutants to "Waters of the United States" from any point source unless the discharge complies with an NPDES Permit.

In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (Regional Board) to preserve, protect, enhance, and restore water quality. Oceanside lies within jurisdiction of the San Diego Regional Board (San Diego Regional Board).

Soil and Water Resources Conservation Act

The purpose of the Soil and Water Resources Conservation Act of 1977 is to protect or restore soil functions on a permanent sustainable basis. Protection and restoration activities include prevention of harmful soil changes, rehabilitation of the soil of contaminated sites and of water contaminated by such sites, and precautions against negative soil impacts. If the soil is impacted, disruptions of its natural functions and of its function as an archive of natural and cultural history should be avoided, as far as practicable. In addition, CWA requirements provide guidance for protection of geologic and soil resources through the NPDES permit.

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) established the National Earthquake Hazards Reduction Program which is coordinated through the Federal Emergency Management Agency (FEMA), the U.S. Geological Survey (USGS), the National Science Foundation, and the National Institute of Standards and Technology. The purpose of the program is to establish measures for earthquake hazards reduction and promote the adoption of earthquake hazards reduction measures by federal, State, and local governments; national standards and model code organizations; architects and engineers; building owners; and others with a role in planning and constructing buildings, structures, and lifelines. This is achieved through the following:

(1) Grants, contracts, cooperative agreements, and technical assistance;

(2) Development of standards, guidelines, and voluntary consensus codes for earthquake hazards reduction for buildings, structures, and lifelines; and

(3) Development and maintenance of a repository of information, including technical data, on seismic risk and hazards reduction.

The program is intended to improve the understanding of earthquakes and their effects on communities, buildings, structures, and lifelines through interdisciplinary research that involves engineering, natural sciences, and social, economic, and decisions sciences.

Uniform Building Code

The Uniform Building Code (UBC) is published by the International Conference of Building Officials and forms the basis for the California Building Code (CBC), as well as approximately half of the State building codes in the United States. It has been adopted by the California Legislature to address the specific building conditions and structural requirements for California, as well as provide guidance on

foundation design and structural engineering for different soil types. The UBC defines and ranks the regions of the United States according to their seismic hazard potential. There are four types of regions defined by Seismic Zones 1 through 4, with Zone 1 having the least seismic potential and Zone 4 having the highest.

Occupational Safety and Health Administration Regulations

The Occupational Safety and Health Administration (OSHA) Excavation and Trenching Standard covers requirements for excavation and trenching operations. OSHA requires that all excavations in which employees could potentially be exposed to cave-ins be protected by sloping or benching the sides of the excavation, supporting the sides of the excavation, or placing a shield between the side of the excavation and the work area.

Paleontological Resources Preservation Act

The Paleontological Resources Preservation Act of 2002 was enacted to codify the generally accepted practice of limiting the collection of vertebrate fossils and other rare and scientifically significant fossils to qualified researchers. These researchers must obtain a permit from the appropriate State or federal agency and agree to donate any materials recovered to recognized public institutions, where they will remain accessible to the public and to other researchers.

STATE LEVEL

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Act) (Public Resources Code 2621-2624, Division 2 Chapter 7.5) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Act requires the State Geologist to establish regulatory zones, known as "Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. Local agencies must regulate most development projects within these zones. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault, at a typical requirement of 50-foot setbacks.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 directs the Department of Conservation, California Geological Survey (CGS) to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the Seismic Hazards Mapping Act is to minimize loss of life and property through the identification, evaluation, and mitigation of seismic hazards. Staff geologists in the Seismic Hazard Zonation Program gather existing geological, geophysical, and geotechnical data from numerous sources to produce the Seismic Hazard Zone Maps. They integrate and interpret these data regionally to evaluate the severity of the seismic hazards and designate as Zones of Required Investigation (ZORI) those areas prone to liquefaction and

earthquake–induced landslides. Cities and counties are then required to use the Seismic Hazard Zone Maps in their land use planning and building permit processes.

The Seismic Hazards Mapping Act requires that site-specific geotechnical investigations be conducted within the ZORI to identify and evaluate seismic hazards such as liquefaction and earthquake induced landslides, and to formulate mitigation measures prior to permitting most developments designed for human occupancy.

California Building Standards Code

California building standards are published in the California Code of Regulations, Title 24, also known as the California Building Standards Code (CBSC). The CBSC, which applies to all applications for building permits, consists of 11 parts that contain administrative regulations for the California Building Standards Commission and for all State agencies that implement or enforce building standards. Local agencies must ensure development complies with the CBSC guidelines. Cities and counties can adopt additional building standards beyond the CBSC. CBSC Part 2, named the California Building Code (CBC), is based upon the International Building Code.

Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act requires sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more State-mapped hazard areas, including a Seismic Hazard Zone. State law also requires when houses built before 1960 are sold, the seller must give the buyer a completed earthquake hazards disclosure report and a booklet titled "The Homeowners Guide to Earthquake Safety." This publication was written and adopted by the California Seismic Safety Commission.

Soils Investigation Requirements

California Health and Safety Code Sections 17953–17955 and CBC Section 1802 identify requirements for soils investigations for subdivisions requiring tentative and final maps, and for other specified types of structures. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness.

California Public Resources Code Section 5097.98 and Section 30244

Paleontological resources are protected under a wide variety of Public Resources Code policies and regulations. In addition, paleontological resources are recognized as nonrenewable resources and receive protection under the Public Resources Code and CEQA. Public Resources Code Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244 states:

> *No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.*

This statute prohibits the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the State or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with Public Resources Code Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. Public Resources Code Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (State, county, city, and district) lands.

State Water Resources Control Board – Construction General Permit Order 2022-0057-DWQ

The SWRCB administers water rights, water pollution control, and water quality functions throughout the State, while the Regional Boards conduct planning, permitting, and enforcement activities. For the proposed project, the NPDES permit would be administered by the San Diego Regional Board. Refer to Section 5.5, *Hydrology and Water Quality* for further discussion concerning post-construction permitting requirements.

Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order 2022-0057-DWQ (effective September 1, 2023) (Construction General Permit). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore a facility's original line, grade, or capacity.

The Construction General Permit requires the development of a Stormwater Pollution Prevention Plan (SWPPP). Construction General Permit Section A describes the elements that must be contained in a SWPPP, which include a site map(s), a list of Best Management Practices (BMPs) the discharger would use to protect stormwater runoff, and the placement of those BMPs. Additionally, the SWPPP is required to contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body on the 303(d) list for sediment. A project applicant must submit a Notice of Intent (NOI) to the SWRCB, to be covered by the Construction General Permit, and prepare the SWPPP prior to construction. Implementation of the SWPPP begins at commencement of construction and continues through project completion. Upon project completion, the applicant is required to submit a Notice of Termination (NOT) to the SWRCB to indicate that construction is completed.

LOCAL LEVEL

City of Oceanside Municipal Code Chapter 6.6, Building Code

This chapter of the Municipal Code adopts by reference the CBC, based on the International Building Code as published by the International Code Council. The provisions of the CBC constitute the building code regulations for the City, including the erection, construction, enlargement, alteration,

repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area, and maintenance of all buildings and/or structures in the city.

Oceanside Stormwater Management

Prior to project submittal, all development and redevelopment projects applying for discretionary or administrative permits are subject to a formal Storm Water Quality Assessment (SWQA) determination. The objective of the SWQA is to ensure that all new and redevelopment projects receive a consistent and thorough initial review, with the purpose of categorizing projects, determining applicable Storm Water Quality Management Plan (SWQMP) requirements, and serving as a mechanism for recordkeeping of approved projects. The SWQA determination also demonstrates to the Regional Board that each project receives a consistent review and enables the City to document project categorization and satisfy the MS4 Permit requirements. The SWQA is an integral component and procedure of the City BMP Design Manual. The SWQMP details measures that must be implemented on-site to protect stormwater quality from on-site conditions, including erosion. The SWQMP includes requirements for all development projects that include the implementation of appropriate source control BMPs, temporary construction BMPs, and permanent stabilization/erosion-control BMPs. The SWQMP includes a low impact development (LID) design guide for projects that includes incorporation of design features on-site that would control runoff.

City of Oceanside General Plan

The General Plan Public Safety Element identifies and addresses features or characteristics existing in or near the city that represent a potential hazard to the community's citizens, sites and structures, public facilities, and infrastructure. The following goal and policies from the Public Safety Element are relevant to the proposed project:

Goal: Take the action necessary to ensure an acceptable level of public safety for prevention and reduction of loss of life and personal property of the citizens of Oceanside.

SEISMIC AND GEOLOGIC HAZARDS

Policy 1: Consider seismic and geologic hazards when making land use decisions particularly in regard to critical structures.

Policy 2: Minimize the risk of occupancy of all structures from seismic and geologic occurrences.

Policy 3: Provide to the public all available information about existing seismic and geologic conditions.

5.5.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in Appendix 11.1, of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it 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 (refer to Section 8.0, *Effects Found Not To Be Significant*);

   ii. Strong seismic ground shaking (refer to Impact Statement GEO-1);

   iii. Seismic-related ground failure, including liquefaction (refer to Section 8.0, *Effects Found Not To Be Significant*);

   iv. Landslides (refer to Impact Statement GEO-3);

b) Result in substantial soil erosion or the loss of topsoil (refer to Impact Statement GEO-2);

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 (refer to Impact Statement GEO-3);

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 (refer to Impact Statement GEO-3);

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 (refer to Section 8.0, *Effects Found Not To Be Significant*); and

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (refer to Impact Statement GEO-4).

Based on these standards/criteria, the effects of the project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.5.4 IMPACTS AND MITIGATION MEASURES

STRONG SEISMIC GROUND SHAKING

GEO-1 PROJECT IMPLEMENTATION COULD EXPOSE PEOPLE AND STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING.

Impact Analysis: Southern California is known to be earthquake prone, and the project would likely be subjected to some degree of seismic ground shaking. The Geotechnical Investigation concludes that the project site would likely be subjected to moderate to severe seismic ground shaking in the event of an earthquake on one of the many active Southern California faults. The nearest known

regional active fault zone that could produce significant ground shaking on-site is the Newport-Inglewood Fault Zone, located approximately 4.6 miles to the southwest. The intensity of ground shaking at the project site would depend primarily upon the earthquake magnitude, the distance from the source, and the site response characteristics.

Project impacts concerning strong seismic ground shaking would be addressed through compliance with State and local seismic and geologic safety laws, standards, and guidelines, including the Seismic Hazard Mapping Act and the 2022 CBC, among others. In general, the City regulates development (and reduces potential seismic and geologic impacts) through compliance with the CBC as adopted by the City pursuant to Municipal Code Chapter 6.6, *Building Code*, and project-specific design and construction recommendations. The CBC includes earthquake safety standards based on a variety of factors, including occupancy type, types of soils and rocks on-site, and strength of probable ground motion at the project site.

In compliance with the CBC as well as the General Plan Public Safety Element goal relating to seismic and geologic hazards, a project-specific geotechnical investigation has been prepared and provides preliminary geotechnical recommendations for design and construction. The Geotechnical Investigation includes recommended construction and design specifications that would reduce potential adverse effects from strong seismic shaking. More specifically, Section 6, *Conclusions*, and Section 7, *Recommendations*, of the Geotechnical Investigation present the project's seismic design parameters, which are intended to mitigate the effects of ground shaking produced by regional seismic events. Generally, building design in accordance with the CBC, avoiding building foundations on transitions in underlain materials and utilizing shallow spread footings, and utilizing heavy duty excavation equipment would ensure the proposed earthwork construction is feasible. As such, pursuant to Municipal Code Chapter 6.6, the project would be required to demonstrate that the seismic design parameters provided in Section 6 and Section 7 are incorporated into the project design and construction activities.

Compliance with the recommendations in the Geotechnical Investigation pursuant to Municipal Code Chapter 6.6 would ensure that the project would not expose people or structures to potential substantial adverse effects involving strong seismic ground shaking. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SOIL EROSION

GEO-2 PROJECT IMPLEMENTATION COULD RESULT IN SUBSTANTIAL SOIL EROSION OR LOSS OF TOPSOIL.

Impact Analysis: According to the Geotechnical Investigation, the project site is underlain by Old Paralic deposits to a maximum depth of 16.5 feet, which generally consists of reddish brown to orange and yellow brown, medium dense to dense silty sand with some lenses having scattered gravel. Encountered beneath the Old Paralic deposits was Eocene-age San Onofre breccia, which generally consists of olive-brown to gray, orange-brown clayey to silty sandstone with abundant gravel and cobble. Sandy soils typically have low cohesion and have a relatively higher potential for erosion from surface runoff when exposed in cut slopes or utilized near the face of fill embankments. Surface soils

with higher amounts of clay tend to be less erodible as the clay acts as a binder to hold the soil particles together.

Construction activities associated with future development would include demolition, clearing, excavation, and grading, which would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Short-term erosion impacts associated with the construction of the development would be minimized through required grading permits. As the project would disturb more than one acre of soil, a NPDES permit would be required, which involves implementation of erosion and sediment control BMPs as detailed in the SWPPP required for the project's ground-disturbing activities. These BMPs would help prevent erosion from occurring on-site and retain any eroded soils within site boundaries. The project would also be required to implement temporary sediment control BMPs and incorporate various LID features per the project-specific SWQMP. BMPs would include protecting outdoor materials storage areas, materials stored in outdoor work areas, and trash storage areas from rainfall, run-on, runoff, and wind dispersal. LID features are intended to control site runoff, and in doing so, prevent a concentration or increase in flows that could cause erosion and topsoil loss; proposed features include two underground detention basins. As such, impacts related to erosion and topsoil loss during construction and operation of the proposed project would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

UNSTABLE AND EXPANSIVE SOILS

GEO-3 THE PROJECT COULD BE LOCATED ON SOILS THAT ARE UNSTABLE, OR EXPANSIVE, AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN GEOLOGIC HAZARDS.

Impact Analysis: The project site could be located on unstable or expansive soils that could result in on- or off-site landslide, lateral spreading, subsidence, or collapse.

UNSTABLE SOILS

Landslides. The project site is relatively flat with gradual sloping to the south. The project area is located near the coast in an area where susceptibility to landslides is very low. As stated earlier, per the Geotechnical Investigation, evidence of landslides, deep-seated landslides, or slope instabilities on site were not observed. Additionally, there are no mapped landslides in the vicinity of the project site. Therefore, the project site would not likely be subject to landslides or other slope failure. As a result, potential hazards related to landslides would be less than significant.

Subsidence. Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. According to the Geotechnical Investigation, the project site is not located within an area of known ground subsidence. Additionally, there are no large-scale extractions of groundwater, gas, oil, or geothermal energy occurring or planned at the site or in the general site vicinity. Accordingly, the potential for subsidence in the project area is considered negligible. No impacts are anticipated in this regard.

Lateral Spreading. Due to the lack of shallow groundwater and given the relatively dense nature of the materials underlaying the project site, the potential for liquefaction and dynamic settlement/lateral spreading to occur is considered very low. No impacts are anticipated in this regard.

Collapse. As indicated in the Geotechnical Investigation, the project area is underlain by relatively dense materials. Therefore, potentially compressible/collapsible soils are not present on-site and no impacts are anticipated in this regard.

The Geotechnical Investigation provides recommendations regarding earthwork construction as well as preliminary geotechnical design improvements. All recommendations are pursuant to the requirements of the CBC. Compliance with these recommendations would ensure impacts regarding unstable soils result in less than significant levels.

EXPANSIVE SOILS

On-site soils encountered during the Geotechnical Investigation were classified as having a very low expansion potential. Nonetheless, the project would be required to comply with 2022 CBC standards, including measures intended to minimize risk involving expansive soils. Impacts in this regard would be less than significant.

Overall, compliance with applicable laws, standards, and guidelines, including the 2022 CBC, as adopted by reference in Municipal Code Chapter 6.6, and recommendations of the Geotechnical Investigation would ensure that project implementation does not expose people or structures to potential substantial adverse effects involving unstable or expansive soils. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PALEONTOLOGICAL RESOURCES

GEO-4 PROJECT IMPLEMENTATION COULD DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE.

Impact Analysis: The project is in the west-central portion of the Peninsular Ranges geomorphic province, which is marked by northwest-trending mountain ranges and valleys subparallel to the San Andreas Fault. This geomorphic province also includes physiogeographic features such as the Los Angeles Basin, the southern members of the Channel Islands, and the continental shelf. According to the Cultural Resources Study, the project site is underlain at the surface by Old Paralic deposits, which are broadly equivalent to the nearshore marine deposits of the Pleistocene-age (approximately 750,000 to 10,000 years old) Bay Point Formation. The Bay Point Formation has been assigned a high paleontological sensitivity for the diverse and well-preserved fossils of marine invertebrates, marine vertebrates, and occasional terrestrial vertebrates that have been recovered from these deposits in western San Diego County. Project-related ground-disturbing activities have a high potential to disturb significant paleontological resources, due to the fossil sensitivity of the rock formations present within the project area. Therefore, there is potential for encountering paleontological resources from Pleistocene-age deposits (i.e., Old Paralic Deposits) from the surface, up to depths ranging from about 6.5 feet to 16.5 feet at the central portion of the project site. Further, the database search identified

several localities have been found within two miles of the project area from geologic formations similar to those underlying the project site. As such, the project has a high potential to disturb paleontological resources within undisturbed bedrock.

Mitigation Measure GEO-1 would require the project Applicant to retain a Society of Vertebrate Paleontology-qualified paleontologist to provide or supervise a paleontological sensitivity training to all personnel planned to be involved with earth-moving activities, prior to grading or excavation in sedimentary rock material other than topsoil. Further, Mitigation Measure GEO-2 would require that full-time paleontological monitoring occur during ground disturbance in sedimentary rock material (other than topsoil) and undisturbed geologic contexts (i.e., bedrock and outcrops) which have the potential to contain significant paleontological resources. As indicated in Mitigation Measure GEO-3, if resources are encountered and determined to be significant, a data recovery plan shall be implemented to ensure fossil curation is completed and submitted to the City. Compliance with Mitigation Measures GEO-1 through GEO-3 would reduce potential paleontological resource impacts associated with the project to less than significant levels.

Mitigation Measures:

GEO-1 The Applicant shall retain a Society of Vertebrate Paleontology-qualified paleontologist (SVP 2010) to provide or supervise a paleontological sensitivity training to all personnel planned to be involved with earth-moving activities, prior to grading or excavation in sedimentary rock material other than topsoil. The training session shall focus on how to identify paleontological resources, such as fossils that may be encountered, and the procedures to follow if identified.

GEO-2 Prior to grading or excavation in sedimentary rock material other than topsoil, the Applicant shall retain a Society of Vertebrate Paleontology (SVP)-qualified paleontologist to monitor or supervise the monitoring of these activities. The SVP-qualified paleontologist will supervise a paleontological monitor. Paleontological monitoring shall also be conducted during ground disturbance in undisturbed geologic contexts (i.e., bedrock and outcrops) which have the potential to contain significant paleontological resources. Ground disturbance refers to activities that would impact subsurface geologic deposits, such as grading, excavation, boring, etc. Activities taking place in current topsoil or within previously disturbed fill sediments (e.g., clearing, grubbing, and pavement rehabilitation) do not require paleontological monitoring. Bedrock can occur at varying depths depending on the portion of the project area. If fossils are discovered during grading at any depth, the paleontological monitor, in discussion with the SVP-qualified paleontologist, will notify the on-site construction supervisor, who shall redirect work away from the location of the discovery. The recommendations of the SVP-qualified paleontologist shall be implemented with respect to the evaluation and recovery of fossils, after which the on-site construction supervisor shall be notified and shall direct work to continue in the location of the fossil discovery.

GEO-3 If any paleontological resources are encountered at the project area during construction or the course of any ground-disturbance activities, all such activities within 100 feet of the find shall halt immediately. At this time, the Applicant shall notify the City and consult with a qualified paleontologist to assess the significance of the find. The assessment will follow SVP 2010 standards. If any find is determined to be significant, appropriate

avoidance measures recommended by the SVP-qualified paleontologist and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.

If the fossils are determined to be significant, then the SVP-qualified paleontologist shall prepare and implement a data recovery plan. The plan shall include, but not be limited to, the following measures:

- The paleontologist shall ensure that all significant fossils collected are cleaned, identified, catalogued, and permanently curated with an appropriate institution with a research interest in the materials (which may include the Western Science Center in Hemet);
- The paleontologist shall ensure that specialty studies are completed, as appropriate, for any significant fossil collected; and
- The paleontologist shall ensure that curation of fossils is completed in consultation with the City. A letter of acceptance from the curation institution shall be submitted to the City.

A qualified professional paleontologist is a professional with a graduate degree in paleontology, geology, or related field, with demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California, as well as at least one year of full-time professional experience or equivalent specialized training in paleontological research (i.e., the identification of fossil deposits, application of paleontological field and laboratory procedures and techniques, and curation of fossil specimens), and at least four months of supervised field and analytic experience in general North American paleontology.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.5.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." As outlined in Table 4-1, *Cumulative Projects List*, within Section 4.0, *Basis of Cumulative Analysis*, cumulative projects are situated in the project vicinity.

- **PROJECT IMPLEMENTATION, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD EXPOSE PEOPLE AND STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS INVOLVING GEOLOGY AND SOILS AND COULD IMPACT UNKNOWN PALEONTOLOGICAL RESOURCES.**

Impact Analysis: Cumulative projects identified in Table 4-1, *Cumulative Projects List*, would be located within proximity to similar fault zones as the project. However, the intensity of the seismic ground shaking would vary by site based on earthquake magnitude, distance to epicenter, and geology of the area between the epicenter and the cumulative site. Additionally, potential paleontological resource impacts associated with the development of each cumulative project would be specific to each site. Cumulative projects would be required to comply with existing federal, State, and local regulations

(including the CBC) and project-specific mitigation measures related to geologic hazards and paleontological resources impacts on a project-by-project basis.

As concluded above, geologic and seismic hazards associated with the proposed project would be reduced to less than significant levels following conformance with established regulatory requirements, including the CBC, Municipal Code, and NPDES requirements. Additionally, implementation of Mitigation Measures GEO-1 through GEO-3 would reduce potential impacts to unknown paleontological resources on-site. As such, with compliance with the recommended mitigation measures, the proposed project would not result in cumulatively considerable impacts in this regard.

Mitigation Measures: Refer to Mitigation Measures GEO-1 through GEO-3.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.5.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to geology and soils have been identified.

5.6 HYDROLOGY AND WATER QUALITY

This section analyzes potential project impacts to water quality, drainage patterns, and groundwater supplies and recharge. This section is primarily based upon the following technical studies; refer to Appendix 11.6, *Hydrology/Water Quality Reports*:

- *Priority Development Project Storm Water Quality Management Plan for NCTD Oceanside Transit Center 235 South Tremont Street* (SWQMP), prepared by Stantec Consulting, Inc., dated August 9, 2024;
- *Preliminary Hydrology Report for: NCTD Oceanside Transit Center, 235 Tremont St., Oceanside, California 92054* (Hydrology Study), prepared by Stantec Consulting, Inc., dated July 19, 2024 (Attachment 5 of the SWQMP); and
- *Design Phase Infiltration Feasibility Study, Proposed NCTD Oceanside Transit Center Redevelopment, Oceanside, California*, prepared by NOVA Services, Inc., dated January 15, 2024 (Attachment 6 of the SWQMP).

5.6.1 EXISTING SETTING

REGIONAL HYDROLOGY AND DRAINAGE

The San Diego Basin encompasses approximately 3,900 square miles, including most of San Diego County and portions of southwestern Riverside and Orange counties. The basin is composed of 11 major Hydrologic Units, 54 Hydrologic Areas (HAs), and 147 Hydrologic Sub-Areas, extending from Laguna Beach southerly to the U.S./Mexico International Border. Drainage from higher elevations in the east flow to the west, ultimately into the Pacific Ocean.[1]

The City of Oceanside is divided into seven major watersheds; most of the City drains to rivers that flow to the Pacific Ocean. The project site is located approximately 0.2mile east of the Pacific Ocean, within both the Carlsbad Watershed Management Area (WMA) (Loma Alta Creek Hydraulic Area [HA] [904.10]).[2] The Carlsbad WMA covers a land area of 211 square miles.[3] Loma Alta Creek is located approximately 1.05 miles south of the project site.

PROJECT SITE HYDROLOGY AND DRAINAGE

Localized urban runoff flows southwest from the northern off-site areas, northeast of South Tremont Street, towards the existing railroad tracks. [4] The on-site project area sits at approximately 63 feet

[1] City of Oceanside, *Onward Oceanside, Background Report #4: Environmental Conditions*, June 25, 2021.

[2] Stantec Consulting, Inc., *Priority Development Project Storm Water Quality Management Plan for NCTD Oceanside Transit Center 235 South Tremont Street,* dated August 9, 2024.

[3] City of Oceanside, *Onward Oceanside, Background Report #4: Environmental Conditions*, June 25, 2021.

[4] Stantec Consulting, Inc., *Preliminary Hydrology Report for: NCTD Oceanside Transit Center, 235 Tremont St., Oceanside, California 92054,* dated July 19, 2024.

above mean sea level (msl), at the northeastern project boundary, and 43 feet above msl near the southwest portion of the project site. On average, slopes are roughly five to six percent.

The project site currently drains off-site at three separate points of discharge; refer to Exhibits 5.6-1a and 5.6-1b, *Existing Hydrology Map*. The northerly area that includes the existing bus terminal roundabout drains to the north towards the intersection of Cleveland Street and Seagaze Drive where runoff is captured by two curb inlets that are tied to a traditional municipal underground storm drain system that drains to the north to Mission Avenue (Tributary 1).

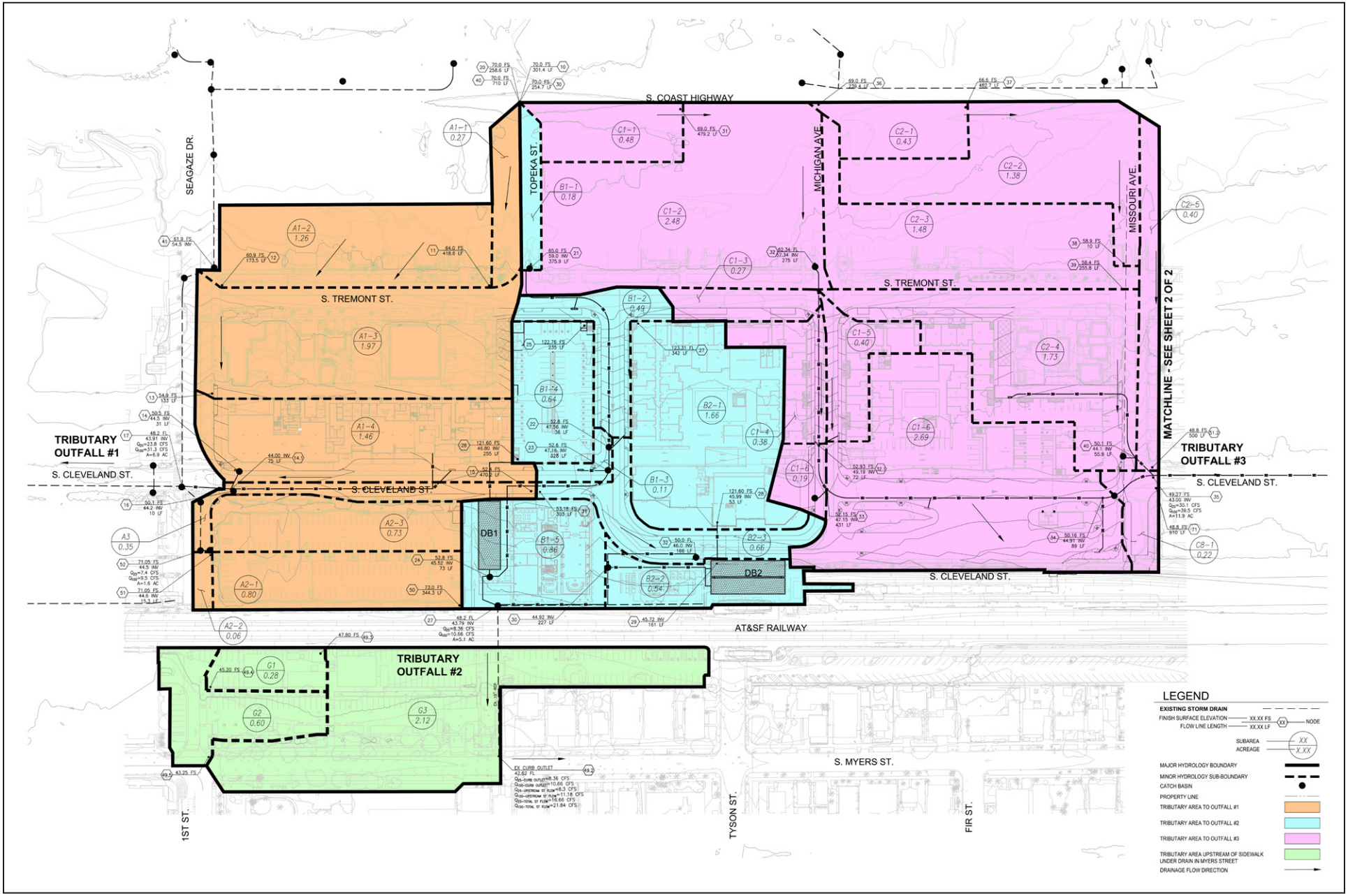
The middle section of the project that includes the existing transit center, parking lot, and train platform drains to an existing 15-inch corrugated steel arch pipe (CSP) underneath the railroad (Tributary 2) that discharges into Meyers Street via a curb outlet. A traditional underground storm drain system does not exist in Meyers Street. The nearest municipal storm drain system to this curb outlet is located at the intersection of Tyson Street and Pacific Street, at which point flows enter the storm drain system. Downstream conveyance is hard lined all the way to the discharge point into the Pacific Ocean. Due to the lack of traditional storm drain facilities downstream, this drainage area includes an existing underground peak reduction detention system consisting of dual 36-inch reinforced concrete pipe (RCP) pipes in the existing transit center parking lot tied to an orifice plate that reduces the peak discharge from this drainage area through the 15-inch RCP and curb outlet on Meyers Street. This peak reduction system is in place since the 15-inch CSP and curb outlet do not provide adequate capacity to convey the peak storm events for the existing flows. This middle drainage area experiences some localized ponding around the drainage area's low point inlet during peak storm events due to the limited capacity of the system. Currently, the project site has deficient municipal storm drain discharge facilities to receive drainage for the southern two-thirds of the site area.

The drainage originating from the southerly portion of the project (which encompasses a portion of the transit parking area) drains to an existing box culvert via surface flow and a squash box reinforced concrete box (RCB) culvert into Cleveland Street at the Missouri Avenue intersection via a curb outlet structure (Tributary 3). A traditional underground storm drain system does not exist in South Cleveland Avenue. The nearest municipal storm drain system to this curb outlet is located at the intersection of South Cleveland Avenue and Wisconsin Avenue.

STORMWATER QUALITY

Point Source Pollutants

Point source discharges are regulated through National Pollutant Discharge Elimination System (NPDES) permits. Point sources include those associated with the Municipal Separate Storm Sewer System (MS4) (stormwater and urban runoff) and other NPDES discharges. Stormwater runoff is generally regulated through four types of permits including MS4 permits, a Statewide stormwater permit for Caltrans; a Statewide Construction General Permit (CGP); and a Statewide Industrial General Permit (IGP). The NPDES IGP regulates stormwater discharges and authorized non-stormwater discharges from ten specific categories of industrial facilities, including manufacturing facilities, oil and gas mining facilities, landfills, and transportation facilities. The NPDES CGP regulates stormwater discharges from construction sites that result in land disturbances equal to or greater than one acre. Point source discharges from IGP, CGP, residential, commercial and transportation activities can be a significant source of pollutant loads.



Source: Stantec, August 2024

Michael Baker INTERNATIONAL

NOT TO SCALE

08/2024 • JN 190739

OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

Existing Hydrology Map

Exhibit 5.6-1a



Source: Stantec, August 2024

Michael Baker INTERNATIONAL

NOT TO SCALE

08/2024 • JN 190739

OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

Existing Hydrology Map

Exhibit 5.6-1b

Nonpoint Source Pollutants

A net effect of urbanization can be to increase pollutant export over naturally occurring conditions. The impact of the higher export affects the adjacent streams and the downstream receiving waters. However, an important consideration in evaluating stormwater quality is to assess whether the beneficial use to the receiving waters is impaired. Nonpoint source pollutants are characterized by the following major categories to assist in determining the pertinent data and its use. Receiving waters can assimilate a limited quantity of various constituent elements; however, there are thresholds beyond which the measured amount becomes a pollutant and results in an undesirable impact. According to the Basin Plan, major water quality categories of typical urbanization impacts are:

- *Sediment*. Sediment is made up of tiny soil particles that are washed or blown into surface waters. It is the major pollutant by volume in surface water. Suspended soil particles can cause the water to look cloudy or turbid. The fine sediment particles also act as a vehicle to transport other pollutants, including nutrients, trace metals, and hydrocarbons. Construction sites are the largest source of sediment for urban areas under development. Another major source of sediment is streambank erosion, which may be accelerated by increases in peak rates and volumes of runoff due to urbanization.

- *Nutrients*. Nutrients are a major concern for surface water quality, especially phosphorous and nitrogen, which can cause algal blooms and excessive vegetative growth. Of the two, phosphorus is usually the limiting nutrient that controls the growth of algae in lakes. The orthophosphorous form of phosphorus is readily available for plant growth. The ammonium form of nitrogen can also have severe effects on surface water quality. The ammonium is converted to nitrate and nitrite forms of nitrogen in a process called nitrification. This process consumes significant amounts of oxygen, which can impair the dissolved oxygen levels in water. The nitrate form of nitrogen is very soluble and is found naturally at low levels in water. When nitrogen fertilizer is applied to lawns or other areas more than needed by the plant, nitrates can leach below the root zone, eventually reaching groundwater. Orthophosphate from automobile emissions also contributes phosphorus in areas with heavy automobile traffic. Generally, nutrient export is greatest from development sites with the most impervious areas. Other problems resulting from excess nutrients are: 1) surface algal scums; 2) water discolorations; 3) odors; 4) toxic releases; and 5) overgrowth of plants.

- *Trace Metals*. Trace metals are primarily a concern because of their toxic effects on aquatic life, and their potential to contaminate drinking water supplies. The most common trace metals found in urban runoff are lead, zinc, and copper. Fallout from automobile emissions is also a major source of lead in urban areas. A large fraction of the trace metals in urban runoff are attached to sediment; this effectively reduces the level, which is immediately available for biological uptake and subsequent bioaccumulation. Metals associated with sediment settle out rapidly and accumulate in the soils. Urban runoff events typically occur over a shorter duration, reducing the amount of exposure, which could be toxic to the aquatic environment. The toxicity of trace metals in runoff varies with the hardness of the receiving water. As total hardness of the water increases, the threshold concentration levels for adverse effects increases.

- *Oxygen-Demanding Substances*. Aquatic life is dependent on the dissolved oxygen in the water. When organic matter is consumed by microorganisms, dissolved oxygen is consumed in the process. A rainfall event can deposit significant quantities of oxygen-demanding substance in lakes and streams. The biochemical oxygen demand of typical urban runoff is on the same order of magnitude as the effluent from an effective secondary wastewater treatment plant. A problem from low dissolved oxygen (DO) results when the rate of oxygen-demanding material exceeds the rate of replenishment. Oxygen demand is estimated by direct measure of DO and indirect measures such as biochemical oxygen demand (BOD), chemical oxygen demand (COD), oils and greases, and TOC.

- *Bacteria*. Bacteria levels in undiluted urban runoff exceed public health standards for water contact recreation almost without exception. Studies have found that total coliform counts exceeded the U.S. Environmental Protection Agency's (EPA) water quality criteria at almost every site and almost every time it rained. The coliform bacteria that are detected may not be a health risk by themselves but are often associated with human pathogens.

- *Oil and Grease*. Oil and grease contain a wide variety of hydrocarbons, some of which could be toxic to aquatic life in low concentrations. These materials initially float on water and create the familiar rainbow-colored film. Hydrocarbons have a strong affinity for sediment and quickly become absorbed to it. The major source of hydrocarbons in urban runoff is through leakage of crankcase oil and other lubricating agents from automobiles. Hydrocarbon levels are highest in the runoff from parking lots, roads, and service stations. Residential land uses generate less hydrocarbon export, although illegal disposal of waste oil into stormwater can be a local problem.

- *Other Toxic Chemicals*. Priority pollutants are generally related to hazardous wastes or toxic chemicals and can be sometimes detected in stormwater. Priority pollutant scans have been conducted in previous studies of urban runoff, which evaluated the presence of over 120 toxic chemicals and compounds. The scans rarely revealed toxins that exceeded the current safety criteria. The urban runoff scans were primarily conducted in suburban areas not expected to have many sources of toxic pollutants (possibly except for illegally disposed or applied household hazardous wastes). Measures of priority pollutants in stormwater include: 1) phthalate (plasticizer compound), 2) phenols and creosols (wood preservatives), 3) pesticides and herbicides, 4) oils and greases, and 5) metals.

PHYSICAL CHARACTERISTICS OF SURFACE WATER QUALITY

Standard parameters, which can assess stormwater quality, provide a method of measuring impairment. A background of these typical characteristics assists in understanding water quality requirements. The quantity of a material in the environment and its characteristics determine the degree of availability as a pollutant in surface runoff. In an urban environment, the quantity of certain pollutants in the environment is a function of the intensity of the land use. For instance, high automobile traffic volumes cause various potential pollutants (such as lead and hydrocarbons) to be more prevalent. The availability of a material, such as a fertilizer, is a function of the quantity and the way in which it is applied. Applying fertilizer in quantities that exceed plant needs leaves the excess nutrients available for loss to surface or groundwater.

The physical properties and chemical constituents of water traditionally have served as the primary means for monitoring and evaluating water quality. Evaluating the condition of water through a water quality standard refers to its physical, chemical, or biological characteristics. There are many types and classifications of water quality parameters for stormwater. Typically, the concentration of an urban pollutant, rather than the annual load of that pollutant, is required to assess a water quality problem. Some of the physical, chemical, or biological characteristics that evaluate the quality of the surface runoff are listed below.

- *Dissolved Oxygen*. DO in the water has a pronounced effect on the aquatic organisms and the chemical reactions that occur. It is one of the most important biological water quality characteristics in the aquatic environment. The DO concentration of a water body is determined by the solubility of oxygen, which is inversely related to water temperature, pressure, and biological activity. DO is a transient property that can fluctuate rapidly in time and space and represents the status of the water system at a point and time of sampling. The decomposition of organic debris in water is a slow process, as are the resulting changes in oxygen status. The oxygen demand is an indication of the pollutant load and includes measurements of biochemical oxygen demand or chemical oxygen demand.

- *Biochemical Oxygen Demand*. The BOD is an index of the oxygen-demanding properties of the biodegradable material in the water. Samples are taken from the field and incubated in the laboratory at 20°C, after which the residual dissolved oxygen is measured. The BOD value commonly referenced is the standard 5-day values. These values are useful in assessing stream pollution loads and for comparison purposes.

- *Chemical Oxygen Demand*. The COD is a measure of the pollutant loading in terms of complete chemical oxidation using strong oxidizing agents. It can be determined quickly because it does not rely on bacteriological actions as with BOD. COD does not necessarily provide a good index of oxygen demanding properties in natural waters.

- *Total Dissolved Solids*. Total dissolved solids (TDS) concentration is determined by evaporation of a filtered sample to obtain residue whose weight is divided by the sample volume. The TDS of natural waters varies widely. There are several reasons why TDS is an important indicator of water quality. Dissolved solids affect the ionic bonding strength related to other pollutants such as metals in the water. TDS are also a major determinant of aquatic habitat. TDS affects saturation concentration of dissolved oxygen and influences the ability of a water body to assimilate wastes. Eutrophication rates depend on TDS.

- *pH*. The pH of water is the negative log, base 10, of the hydrogen ion (H^+) activity. A pH of 7 is neutral; a pH greater than 7 indicates alkaline water; a pH less than 7 represents acidic water. In natural water, carbon dioxide reactions are some of the most important in establishing pH. The pH at any one time is an indication of the balance of chemical equilibrium in water and affects the availability of certain chemicals or nutrients in water for uptake by plants. The pH of water directly affects fish and other aquatic life; generally, toxic limits are pH values less than 4.8 and greater than 9.2.

- *Alkalinity*. Alkalinity is the opposite of acidity, representing the capacity of water to neutralize acid. Alkalinity is also linked to pH and is caused by the presence of carbonate, bicarbonate, and hydroxide, which are formed when carbon dioxide is dissolved. A high alkalinity is

associated with a high pH and excessive solids. Most streams have alkalinities less than 200 milligrams per liter (mg/l). Ranges of alkalinity of 100-200 mg/l seem to support well-diversified aquatic life.

- *Specific Conductance*. The specific conductivity of water, or its ability to conduct an electric current, is related to the total dissolved ionic solids. Long-term monitoring of project waters can develop a relationship between specific conductivity and TDS. Its measurement is quick and inexpensive and can be used to approximate TDS. Specific conductivities more than 2000 microohms per centimeter indicate a TDS level too high for most freshwater fish.

- *Turbidity*. The clarity of water is an important indicator of water quality that relates to the alkalinity of photosynthetic light to penetrate. Turbidity is an indicator of the property of water that causes light to become scattered or absorbed. Turbidity is caused by suspended clays and other organic particles. It can be used as an indicator of certain water quality constituents, such as predicting sediment concentrations.

- *Nitrogen*. Sources of nitrogen in stormwater are from the additions of organic matter to water bodies or chemical additions. Ammonia and nitrate are important nutrients for the growth of algae and other plants. Excessive nitrogen can lead to eutrophication since nitrification consumes dissolved oxygen in the water. Nitrogen occurs in many forms. Organic nitrogen breaks down into ammonia, which eventually becomes oxidized to nitrate-nitrogen, a form available for plants. High concentrations of nitrate-nitrogen in water can stimulate growth of algae and other aquatic plants, but if phosphorus is present, only about 0.30 mg/l of nitrate-nitrogen is needed for algal blooms. Some fish life can be affected when nitrate-nitrogen exceeds 4.2 mg/l. There are several ways to measure the various forms of aquatic nitrogen. Typical measurements of nitrogen include Kjeldahl nitrogen (organic nitrogen plus ammonia), ammonia, nitrite plus nitrate, nitrite, and nitrogen in plants. The principal water quality criterion for nitrogen focuses on nitrate and ammonia.

- *Phosphorus*. Phosphorus is an important component of organic matter. In many water bodies, phosphorus is the limiting nutrient that prevents additional biological activity from occurring. The origin of this constituent in urban stormwater discharge is generally from fertilizers and other industrial products. Orthophosphate is soluble and considered the only biologically available form of phosphorus. Since phosphorus strongly associates with solid particles and is a significant part of organic material, sediments influence concentration in water and are an important component of the phosphorus cycle in streams. Important methods of measurement include detecting orthophosphate and total phosphorus.

EXISTING REGIONAL WATER QUALITY CONDITIONS

The Loma Alta Creek is under the jurisdiction of the San Diego Regional Water Quality Control Board (Regional Board). The San Diego Regional Board adopted the *Water Quality Control Plan for the San Diego Basin* (Basin Plan), dated September 8, 1994 and last amended May 17, 2016, that designates beneficial uses of the San Diego Regional Board's surface and groundwaters; designate water quality objectives for the reasonable protection of those uses; and establish an implementation plan to achieve the objectives. A beneficial use is one of the various ways that water can be used for the benefit of people and/or wildlife. Although more than one beneficial use may be identified for a given

waterbody, the most sensitive use must be protected. The Basin Plan identifies the following beneficial uses for Loma Alta Creek and Loma Alta Creek Slough[5]:

- REC1 – Water contact recreation;
- REC2 – Non-contact water recreation;
- WARM – Supporting warm water ecosystems;
- EST – Estuarine habitat;
- WILD – Wildlife habitat;
- RARE – Rare, threatened, or endangered species habitat; and
- MAR – Migration of aquatic organisms.

The State and Regional Boards assess water quality data for California's waters every two years to determine if they contain pollutants at levels that exceed protective water quality criteria and standards. This biennial assessment is required under Clean Water Act (CWA) Section 303(d). Once a water body has been listed as "impaired", a Total Maximum Daily Load (TMDL) for the constituent of concern (pollutant) must be developed for that water body. According to the San Diego Regional Board, the Alta Loma Creek is listed on the CWA 303(d) list for heightened bacterial levels and concentrations of nutrients, sediment, toxicity, benthic community effects, pesticides, and eutrophication. [6]

GROUNDWATER

The City's groundwater is drawn from the underlying Mission Valley Groundwater Basin (Mission Basin). The Mission Basin is a subbasin of the San Luis Rey Valley Groundwater Basin and is situated in northwestern San Diego County. It extends from the Pacific Ocean to just past the eastern edge of the City and underlies the San Luis Rey River. The basin is primarily an alluvial basin with a storage capacity of 240,000-acre feet (AF). There are currently no adjudicated areas in the basin, or areas where groundwater rights of all overlying landowners and appropriators are determined by the court.

The Mission Basin is classified as a "Very Low" priority basin, per the California Department of Water Resources' (DWR's) Sustainable Groundwater Management Act (SGMA) Basin Prioritization Dashboard, despite the San Luis Rey Valley Groundwater Basin designated as a medium priority basin by the California Statewide Groundwater Elevation Monitoring (CASGEM) program. As a result, the City is no longer looking to form a Groundwater Sustainability Agency (GSA), or the designation as a legally distinct basin, from the San Luis Rey Valley Groundwater Basin.[7]

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[5] California Regional Water Quality Control Board, San Diego Region, *Water Quality Control Plan for the San Diego Basin*: Table 2-2, Beneficial Uses of Inland Surface Waters, and Table 2-3, Beneficial Uses of Coastal Waters, September 8, 1994, amended May 17, 2016.

[6] City of Oceanside, *Onward Oceanside, Background Report #4: Environmental Conditions*, June 25, 2021.

[7] Michael Baker International, Inc., *Water Supply Assessment, Oceanside Transit Center Redevelopment*, March 2023.

There are no identified groundwater basins underlying the project site.[8] There are also no designated groundwater recharge basins or infrastructure in the project vicinity.[9] Groundwater is anticipated to occur between 40 to 55 feet below ground surface (bgs); refer to Appendix 11.6. Under existing conditions, the project site is dominated by impervious areas (i.e., areas where zero ground infiltration occurs). Approximately 85 percent of the total project site is impervious and the remaining 15 percent is identified as pervious (e.g., landscaping and exposed soils).

5.6.2 REGULATORY SETTING

FEDERAL LEVEL

Clean Water Act

The principal law governing pollution of the nation's surface waters is the Federal Water Pollution Control Act (Clean Water Act [CWA]). Originally enacted in 1948, it was amended in 1972 and has remained substantially the same since. The CWA consists of two major parts: provisions that authorize federal financial assistance for municipal sewage treatment plant construction and regulatory requirements that apply to industrial and municipal dischargers. The CWA authorizes the establishment of effluent standards on an industry basis. The CWA also requires states to adopt water quality standards that "consist of the designated uses of the navigable waters involved and the water quality criteria for such waters based upon such uses."

The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the NPDES, effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint source discharge programs, and wetlands protection. The U.S. EPA has delegated the responsibility for administration of portions of the CWA to State and regional agencies.

Impaired Water Bodies

CWA Section 303(d) and California's Porter-Cologne Water Quality Control Act require that the State establish the beneficial uses of its State waters and to adopt water quality standards to protect those beneficial uses. Section 303(d) establishes a TMDL, which is the maximum quantity of a contaminant that a water body can maintain without experiencing adverse effects, to guide the application of State water quality standards. Section 303(d) also requires the State to identify "impaired" streams (water bodies affected by the presence of pollutants or contaminants) and to establish the TMDL for each stream.

National Pollution Discharge Elimination System

To achieve its objectives, the CWA is based on the concept that all discharges into the nation's waters are unlawful, unless specifically authorized by a permit. The NPDES is the permitting program for

[8] California Department of Water Resources, *GSA Map Viewer*, https://water.ca.gov/Programs/Groundwater-Management/SGMAGroundwater-Management/Groundwater-Sustainable-Agencies, accessed November 3, 2022.

[9] City of Oceanside, *Oceanside Master Plan of Drainage Update 2012*, Atlas Page F, Existing Storm Drains, 2012.

discharge of pollutants into surface waters of the United States under CWA Section 402. Thus, industrial and municipal dischargers (point source discharges) must obtain NPDES permits from the appropriate Regional Board. The existing NPDES (Phase I) stormwater program requires municipalities serving more than 1,000,000 persons to obtain a NPDES stormwater permit for any construction project larger than five acres. Proposed NPDES stormwater regulations (Phase II) expand this existing national program to smaller municipalities with populations of 10,000 persons or more and construction sites that disturb more than one acre. For other dischargers, such as those affecting groundwater or from nonpoint sources, a Report of Waste Discharge must be filed with the Regional Board. For specified situations, some permits may be waived, and some discharge activities may be handled through inclusion in an existing General Permit.

National and State Safe Drinking Water Acts

The Federal Safe Drinking Water Act was established in 1974 and sets drinking water standards throughout the country; it is administered by the U.S. EPA. The drinking water standards established in the act, as set forth in the Code of Federal Regulations (CFR), are referred to as the National Primary Drinking Water Regulations (40 CFR 141, Primary Standards), and the National Secondary Drinking Water Regulations (40 CFR 143, Secondary Standards). According to the 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. The 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 contaminants levels (as set forth in the California Code of Regulations (CCR), Title 22, Division 4, Chapter 15) that are at least as stringent as those developed by the U.S. EPA, as required by the Federal Safe Drinking Water Act.

Federal Antidegradation Policy

The Federal Antidegradation Policy (40 CFR 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 LEVEL

Porter-Cologne Water Quality Control Act

The CWA places the primary responsibility for the control of surface water pollution and for planning the development and use of water resources with the states, although it establishes certain guidelines for the states to follow in developing their programs and allows the U.S. EPA to withdraw control from states with inadequate implementation mechanisms.

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act (Water Code Sections 13000, et seq.). The Porter-Cologne Act grants the SWRCB and the Regional Boards authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each Regional Board must formulate and adopt a water quality control plan for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its state water policy. The Porter-Cologne Act also provides that a Regional Board may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

State Water Resources Control Board

The SWRCB administers water rights, water pollution control, and water quality functions throughout the State, while the Regional Boards conduct planning, permitting, and enforcement activities. For the proposed project, the NPDES permit is divided into two parts: construction; and post-construction. Construction permitting is administered by the SWRCB, while post-construction permitting is administered by the Regional Board. The project site is located in Region 9, also known as the San Diego Region, and is governed by the San Diego Regional Board. In California, NPDES permits are also referred to as waste discharge requirements (WDRs) that regulate discharges to waters of the United States.

CONSTRUCTION GENERAL PERMIT ORDER 2022-0057-DWQ

Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order 2022-0057-DWQ (effective September 1, 2023) (Construction General Permit). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore a facility's original line, grade, or capacity.

To obtain coverage under the Construction General Permit, Permit Registration Documents (PRDs), including a Notice of Intent (NOI), Risk Assessment, Site Map, and Storm Water Pollution Prevention Plan (SWPPP), among others, must be filed with the SWRCB prior to the commencement of construction activity. The NOI would notify the SWRCB of the applicant's intent to comply with the Construction General Permit. The SWPPP, which must be prepared by a Qualified SWPPP Developer (QSD), would include a list of best management practices (BMPs) the discharger would use to protect stormwater runoff and the placement of those BMPs. Additionally, the project's SWPPP must contain a visual monitoring program and a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs.

Groundwater Management Act

In 1992, the State Legislature provided for more formal groundwater management with the passage of Assembly Bill (AB) 3030, the Groundwater Management Act (Water Code Section 10750, et seq.). Groundwater management, as defined in DWR's Bulletin 118 Update 2003, is the planned and coordinated monitoring, operation, and administration of a groundwater basin, or portion of a basin, with the goal of long-term groundwater resource sustainability. Groundwater management needs are generally identified and addressed at the local level in the form of Groundwater Management Plans (GMP). The Act provides local water agencies with procedures to develop a GMP to enable those agencies to manage their groundwater resources efficiently and safely while protecting the quality of supplies. Under the Act, development of a GMP by a local water agency is voluntary.

California Toxics Rule

Because of gaps in California's regulations, the U.S. EPA promulgated the California Toxics Rule (40 CFR 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 Regional Board 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.

REGIONAL LEVEL

San Diego Basin Plan

The San Diego Basin encompasses approximately 3,900 square miles, including most of San Diego County and portions of southwestern Riverside and Orange counties. The basin is composed of 11 major Hydrologic Units, 54 Hydrologic Areas, and 147 Hydrologic Sub Areas, extending from Laguna Beach southerly to the U.S./Mexico International Border. Drainage from higher elevations in the east flow to the west, ultimately into the Pacific Ocean. The Regional Board prepared the Basin Plan, which defines existing and potential beneficial uses and water quality objectives for coastal waters, groundwater, surface waters, imported surface waters, and reclaimed waters in the basin. Water quality objectives seek to protect the most sensitive of the beneficial uses designated for a specific water body.

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 San Diego Basin Plan is designed to accomplish the following:

- 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 anti-degradation policy;
- Describe implementation programs to protect the beneficial uses of all waters within the region; and
- Describe surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan

The Basin Plan incorporates by reference all applicable SWRCB and Regional Board plans and policies.

Regional MS4 Permits

The CWA mandates cities in major metropolitan areas to obtain permits to "effectively prohibit non-stormwater discharges into the storm sewers" and "require controls to reduce the discharge of pollutants to the maximum extent practicable." The U.S. EPA has delegated this authority to the state of California, which has authorized the SWRCB and its local regulatory agencies, the Regional Boards, to control nonpoint source discharges to California's waterways.

The Municipal Storm Water Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. These regional MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in CWA Section 402(p). The management programs specify what BMPs will be used to address certain program areas. The program areas include public education and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations.

On May 8, 2013, the Regional Board approved a regional MS4 permit for San Diego, southern Orange, and southwestern 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 region-wide NPDES Permit (commonly referred to as the Regional MS4 Permit) sets the framework for municipalities, such as the City of Oceanside, to implement a collaborative watershed-based approach to restore and maintain the health of surface waters. The Regional MS4 Permit requires development of WQIPs that will allow the City of Oceanside (and other watershed stakeholders) to prioritize and address pollutants through an appropriate suite of BMPs in each watershed.

In accordance with the requirements of the City and consistency with the regional MS4 permits issued by the San Diego Regional Board (Order No. R9-2013-0001, amended by Order Nos. R9-2015-0001 and R9-2015-0100; NPDES Permit No. CAS0109266),[10] new development and significant redevelopment projects must prepare and implement project-specific Storm Water Quality Management Plans (SWQMPs) aimed at reducing pollutants in post-development runoff. Specifically, a project-specific SWQMP would include San Diego Regional Board-approved BMPs, where applicable, that address post-construction management of storm water runoff water quality. As part of the project-specific SWQMP, projects must incorporate low impact development (LID), site design, and source control BMPs to address post-construction storm water runoff management. In addition, new development and redevelopment projects are required to implement site design/LID and source control BMPs applicable to their specific priority project categories, as well as implement structural

[10] California Regional Water Quality Control Board, *California Regional Water Quality Control Board San Diego Region Order No. R9-2013-0001, As Amended By Order Nos. R9-2015-0001 And R9-2015-0100 NPDES No. CAS0109266 National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for Discharges from the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds Within the San Diego Region*, amended November 18, 2015.

BMPs where necessary. Selection of LID and additional treatment control BMPs is based on the pollutants of concern for the specific project site and the BMP's ability to effectively treat those pollutants, in consideration of site conditions and constraints.

Project SWQMPs are required for private new development and significant redevelopment projects (and equivalent public agency capital projects) that:

- Qualify as one of the Priority Project Categories, regardless of project size.
- Do not qualify as one of the Priority Project Categories but meet one of the following: require discretionary action that will include a precise plan of development, except for those projects exempted by the Water Quality Ordinance (as applicable); or require issuance of a non-residential plumbing permit. Such projects are referred to as "Non-Priority Projects."

The primary difference between a Priority Project and a Non-Priority Project is that Priority Projects are required to include treatment control BMPs in project design.

SAN DIEGO REGIONAL WATER QUALITY CONTROL BOARD ORDER NO. R9-2013-0001, AS AMENDED (SAN DIEGO REGIONAL PHASE 1 MUNICIPAL STORMWATER PERMIT)

Under the authority of the Porter-Cologne Act, CWA amendments and Federal NPDES Permit regulations (40 CFR Part 122), the Water Board issued this order to the co-permittees consisting of 39 co-permittees in the San Diego Region, including the County of San Diego, portions of the County of Orange and the County of Riverside, the San Diego Regional Airport Authority, San Diego Unified Port District, Orange County Flood control District, and the Riverside Flood Control and Water Conservation District. This order requires that all jurisdictions within the San Diego region prepare and implement Jurisdictional Runoff Management Plans (JRMP) to control the discharge of pollutants in municipal stormwater to the Maximum Extent Practicable under State and federal law. Each of these jurisdictional plans contain watershed management components to control pollutant discharges from construction activities, existing development and municipal operations. Furthermore, the Order requires implementation watershed management strategies specific to each WMA within each co-permittee's jurisdiction to meet long-term water quality improvement goals as outlined in the Water Quality Improvement Plans (WQIPs). The WQIPs set numeric water quality goals for each water body in its WMA with an associated timeline and set of management strategies to meet those goals. The WQIPs are intended to be living documents and are regularly updated to reflect changes in water quality conditions resulting from the strategies implemented by their member jurisdictions. The subsequent amendments expanded coverage to portions of Orange County and Riverside County within the San Diego Region (Region 9) and made other modifications.

WATER QUALITY IMPROVEMENT PLANS

Under the San Diego Regional Phase 1 Municipal Stormwater Permit, the WQIPs are required to be developed to guide the co-permittees' JRMPs towards achieving improved water quality in stormwater discharges and receiving waters. The WQIPs further the CWA's objectives to protect, preserve, enhance, and restore the water quality and designated beneficial uses of Waters of the State. The requirement sets forth a collaborative and adaptive planning and management process that identifies the highest priority water quality conditions within a watershed management area and implements

strategies identified in the JRMPs. These strategies are utilized to improve the quality of stormwater discharges that will, in turn, improve water quality in receiving waterbodies. The WQIPs include overarching watershed management strategies, including both local initiatives and regional collaborative projects, that strive to restore beneficial uses and enhance, restore and protect water resources.

LOCAL LEVEL

City of Oceanside Jurisdictional Runoff Management Program

The City's Jurisdictional Runoff Management Program (JRMP) is the City's approach to prevent polluted stormwater and other waste from entering its storm drain system and to protect the beneficial uses of receiving waters within its jurisdiction. The JRMP presents an integrated programmatic approach to reduce the discharge of pollutants from the City's storm drain system to the Maximum Extent Practicable, effectively prohibit non-storm water discharges, and protect and improve the quality of waterbodies within the City. The JRMP is an implementation framework of watershed management strategies that integrates with the Carlsbad WQIP to which the City is a responsible agency. It also serves as a regulatory compliance tool to satisfy the requirements of the San Diego Regional Phase 1 Municipal Stormwater Permit and establish the City's legal authority to control and prevent the discharge of pollutants in stormwater through its local ordinance.

City of Oceanside Master Plan of Drainage

Since the *City of Oceanside Master Plan of Drainage* (MPD) was updated in 2013, various developments have affected storm runoff flow patterns, and new drainage facilities have been added to the City's storm drainage system. The objective of the update is to model the City's master planned drainage facilities, identify deficiencies, and recommended upgrades that could be constructed as future development occurs.

Oceanside Stormwater Management

BEST MANAGEMENT PRACTICES FOR DEVELOPMENT

All development and redevelopment projects are obligated to comply with federal, State, and local stormwater regulations during the planning, construction, and post-construction phases of development. Projects entering into the construction phase of development are regulated under City grading and erosion control ordinances, and, dependent on acreage, the SWRCB under the Construction General Stormwater Permit. The City is responsible for local administration and enforcement of stormwater management requirements throughout the development planning and construction stages for each project. To ensure that new and redevelopment complies with City ordinances and the San Diego Phase 1 Municipal Stormwater Permit, the City has developed a *Best Management Practices (BMP) Design Manual* (BMP Design Manual) which addresses on-site post-construction storm water requirements for Standard Projects and Priority Development Projects (PDPs).The BMP Design Manual provides guidance and procedures for planning, design, selection, and construction of permanent post-construction stormwater BMPs. Based on a site-specific analysis of a proposed new or redevelopment project, permanent post-construction structural/treatment control BMPs may be required to ensure that a project controls the discharge of pollutants in

stormwater to the Maximum Extent Practicable and reduces the volume and flow rate of runoff due to increases in impervious surfaces.

STORM WATER QUALITY ASSESSMENT

Prior to project submittal all development and redevelopment projects applying for discretionary or administrative permits are subject to a formal Storm Water Quality Assessment (SWQA) determination. The objective of the SWQA is to ensure that all new and redevelopment projects receive a consistent and thorough initial review, with the purpose of categorizing projects, determining applicable SWQMP requirements, and serving as a mechanism for recordkeeping of approved projects. The SWQA determination also demonstrates to the Regional Board that each project receives a consistent review and enables the City to document project categorization and satisfy the MS4 Permit requirements. The SWQA is an integral component and procedure of the aforementioned City BMP Design Manual.

OPERATION AND MAINTENANCE PLAN

The San Diego Regional Phase 1 Municipal Stormwater Permit requires the City to annually verify that all permanent post-construction BMPs (such as structural/treatment control BMPs and flow-control facilities) are correctly installed and adequately maintained. Implementation of a long-term Operation and Maintenance Plan (O&M) is required as part of the final engineering phase of any project within the City that qualifies as a PDP through the SWQA and BMP Design Manual process.

STORM WATER FACILITIES MAINTENANCE AGREEMENT

The City Standard Storm Water Facilities Maintenance Agreement with Access Rights and Covenants (SWFMA) is a recorded agreement for the maintenance and repair of storm water management facilities (i.e., permanent post-construction BMPs), entered into between the Owner and the City. The SWFMA is the final step to ensure ongoing storm water management. It binds the Owner, the Successors, and runs with the property.

City of Oceanside General Plan

The General Plan Community Facilities Element contains plans, policies, objectives, and goals related to stormwater system management. 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 that development's proportionate share of drainage facilities serving the basin where the new development is located.

Policy 6.3: The City shall continue to participate in the National Flood Insurance Program. Any development application for construction within the 100-year floodplain shall be reviewed to ensure that the project complies with flood protection measures required by the National Flood Insurance Program. For existing developed areas within the 100-year floodplain, these same measures and standards shall be applied if City approval of substantial improvements or upgrades is sought.

Policy 6.4: To the degree that it is economically feasible and consistent with sound engineering practices and maintenance criteria, the City shall discourage disruption of the natural landform and encourage the maximum use of natural drainage ways in new development. Non-structural flood protection methods, which avoid major construction programs such as channels and favor vegetative measures to protect and stabilized land areas, should be considered as an alternative to constructing concrete channels where feasible.

Policy 6.5: The City shall locate and/or design new critical facilities to minimize potential flood damage from the 100-year flood. Such facilities include those that provide emergency response (hospitals, fire stations, police stations, civil defense headquarters, utility lines, ambulance services, and sewage treatment plants). Such facilities also include those that do not provide emergency response but attract large numbers of people, such as schools, theaters, and other public assembly facilities.

Policy 6.6: 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 throughout 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.

Oceanside Municipal Code

Chapter 40 of the Municipal Code is known as the Urban Runoff Management and Discharge Control Ordinance. The overall intent of this ordinance is to "protect the health, safety and general welfare of Oceanside residents; to protect water resources and to improve water quality; to cause the use of management practices by the city and its citizens that will reduce the adverse effects of polluted runoff discharges on waters of the state; to secure benefits from the use of stormwater as a resource; and to

ensure the city is compliant with applicable state and federal law." General provisions of the Urban Management and Discharge Control Ordinance include compliance with the current and applicable Regional Board discharge permits, requirements for discretionary approvals subject to discharge control, development of Urban Runoff Standards Manuals, and designations for permitted use of collected stormwater.

5.6.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in Appendix 11.1, of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality (refer to Impact Statements HWQ-1);

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (refer to Impact Statement HWQ-4);

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 (refer to Impact Statement HWQ-2);

   ii. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site (refer to Impact Statement HWQ-2);

   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 (refer to Impact Statement HWQ-3); or

   iv. Impede or redirect flood flows (refer to Impact Statement HWQ-2);

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation (refer to Section 8.0, *Effects Found Not To Be Significant*); and/or

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (refer to Impact Statement HWQ-5).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.6.4 IMPACTS AND MITIGATION MEASURES

WATER QUALITY

HWQ-1 THE PROJECT COULD VIOLATE WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS, OR OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY.

Impact Analysis: Development under the Specific Plan may contribute to water quality degradation in the City. Runoff from disturbed areas may contain silt and debris, which could result in a long-term increase in the sediment load of the storm drain system serving the City. There is also the possibility for water quality degradation during construction activities associated with buildout of the Specific Plan. Substances such as oils, fuels, paints, and solvents may be transported to nearby drainages, watersheds, and groundwater in storm water runoff, wash water, and dust control water. The significance of these water quality impacts would vary depending upon the level of construction activity, weather conditions, soil conditions, increased sedimentation of drainage systems within the area, compliance with NPDES permit requirements, and proper installation of BMPs.

Maintaining and improving water quality is essential to protect public health, wildlife, and the local watershed. Water conservation and pollution prevention can be dramatically improved through proactive efforts of residents and through City policies. In order to meet federal and State water quality requirements related to storm water runoff, new development and significant reconstruction projects within the City would be required to comply with the NPDES permit and any BMP conditions and requirements established by the City.

SHORT-TERM CONSTRUCTION IMPACTS

Project-related construction activities could result in short-term impacts to water quality associated with the handling, storage, and disposal of construction materials; maintenance and operation of construction equipment; and earthmoving activities. These activities, if not controlled, could result in on- and off-site soil erosion due to stormwater runoff or operation of mechanical equipment. Poorly maintained construction vehicles and heavy equipment leaking fuel, oil, antifreeze, or other vehicle-related fluids on the site are also common sources of stormwater pollution and soil contamination.

In conformance with the NPDES program, developments that disturb greater than one acre of land area will be subject to the storm water discharge requirements of a General Construction Permit (Order 2022-0057-DWQ) requirements and be required to prepare the following:

- Non-stormwater discharges from construction sites are required to be eliminated or reduced to the maximum extent practicable; A SWPPP shall be prepared to govern project construction activities; and
- Routine inspections shall be performed of all stormwater pollution prevention measures and control practices being used at the site, including inspections before and after storm events.

The SWPPP would identify point and nonpoint sources of pollutant discharge within the project site that could adversely affect water quality in the City. The SWPPP is required to include the following, among others:

- A list of BMPs that would be used to control sediment and other pollutants in storm water and non-storm water runoff;
- A visual monitoring program;
- A chemical monitoring program for "nonvisible" pollutants to be implemented if there is a failure of BMPs; and
- A monitoring plan if the site discharges directly to a water body listed on the State's 303(d) list of impaired waters.

Examples of construction BMPs include soil and wind erosion controls, sediment controls, tracking controls, non-stormwater management controls; and waste management controls. Compliance with the NPDES Construction General Permit requirements would minimize short-term construction water quality impacts.

Further, the proposed project would be required to comply with the regional MS4 Permit. The SWQMP prepared for the project incorporates LID requirements and BMPs necessary to control stormwater pollution from construction activities. Source control BMPs during construction would include:

- Prevention of illicit discharges into the MS4;
- Storm drain stenciling or signage; and
- Protect trash storage areas from rainfall, run-on, runoff, and wind dispersal.

As such, impacts pertaining to water quality during construction would be less than significant in this regard.

LONG-TERM OPERATIONAL IMPACTS

The project site is currently developed/disturbed and is largely covered with impervious surfaces (approximately 85 percent). Compared to existing conditions, the proposed project would develop new building structures, parking areas, and hardscaping and, as a result, would increase impervious surfaces on-site from 85 percent to 90 percent. As stated, the project site has deficient municipal storm drain discharge facilities to receive drainage from the southern two-thirds of the project site. As such, the project would replace the existing on-site storm drain system with a new municipal storm drain system. The north tributary area (Tributary 1) would connect to an existing 24-inch RCP municipal storm drain in Cleveland Street. The central tributary area (Tributary 2) would connect to the existing 15-inch RCP under the railroad track to the west. The project would utilize two underground detention chambers within the project site to attenuate peak flow rates so as not to exceed the existing capacity conditions of the existing 15-inch RCP. In addition, the project would upgrade the existing drainage structure at Meyers Street in order to accommodate project flows, similar to existing conditions.

In the south tributary area (Tributary 3), a new municipal storm drain system would be constructed in Cleveland Street from Missouri Avenue to Wisconsin Avenue to convey flow from the project site, and public and private areas upstream of the project site. The project would construct a new 36-inch RCP underground municipal storm drain, approximately 1,400 feet in length, in Cleveland Street,

connecting to the existing 42-inch RCP lateral at the Cleveland Street and Wisconsin Street. All project-related discharge would occur at the same rate, or slower, than existing conditions. According to the Hydrology Study, these proposed improvements would effectively mitigate any increased runoff that is generated from post-project urbanization (i.e., increased impervious areas); refer to Impact Statement HWQ-2 below. [11]

To help prevent long-term impacts associated with the proposed development, the proposed project would be designed in compliance with (1) Section 402(p) of the CWA, which generally mandates that MS4 discharges to surface waters be regulated by an NPDES permit; (2) Order No. R9-2013-0001 of the San Diego Regional Board, which regulates stormwater discharges and non- stormwater discharges; (3) the Standard Urban Stormwater Mitigation Plan (SUSMP), which is designed to facilitate the implementation of the requirements of the Regional Board Municipal Permit; and (4) the SWQMP prepared for the proposed project, which provides long-term operation and maintenance of permanent BMPs designed to control stormwater runoff and water quality impacts in compliance with the City of Oceanside's BMP Design Manual.

- Site Design BMPs: Site design BMPs incorporated into the project include the following:
  - Minimize impervious area;
  - Impervious area dispersion;
  - Runoff collection; and
  - Landscaping with native or drought-tolerant species;
- Source Control BMPs: The project would implement the following source control BMPs:
  - Prevention of illicit discharges into the MS4;
  - Storm drain stenciling or signage;
  - Protect trash storage areas from rainfall, run-on, runoff, and wind dispersal; and
  - Additional structural BMPs based on potential sources of runoff pollutants.

According to the Hydrology Study, with the proposed construction of detention basins and implementation of LID features and BMPs outlined in the SWQMP, the project would mitigate any increased runoff that is generated from post-project urbanization (i.e., increased impervious areas); refer to Impact Statement HWQ-2 below. As such, the project would not result in the violation of water quality standards or waste discharge requirements or otherwise substantially degrade water quality. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

[11] Stantec Consulting, Inc., *Priority Development Project Storm Water Quality Management Plan for NCTD Oceanside Transit Center 235 South Tremont Street*, dated August 9, 2024.

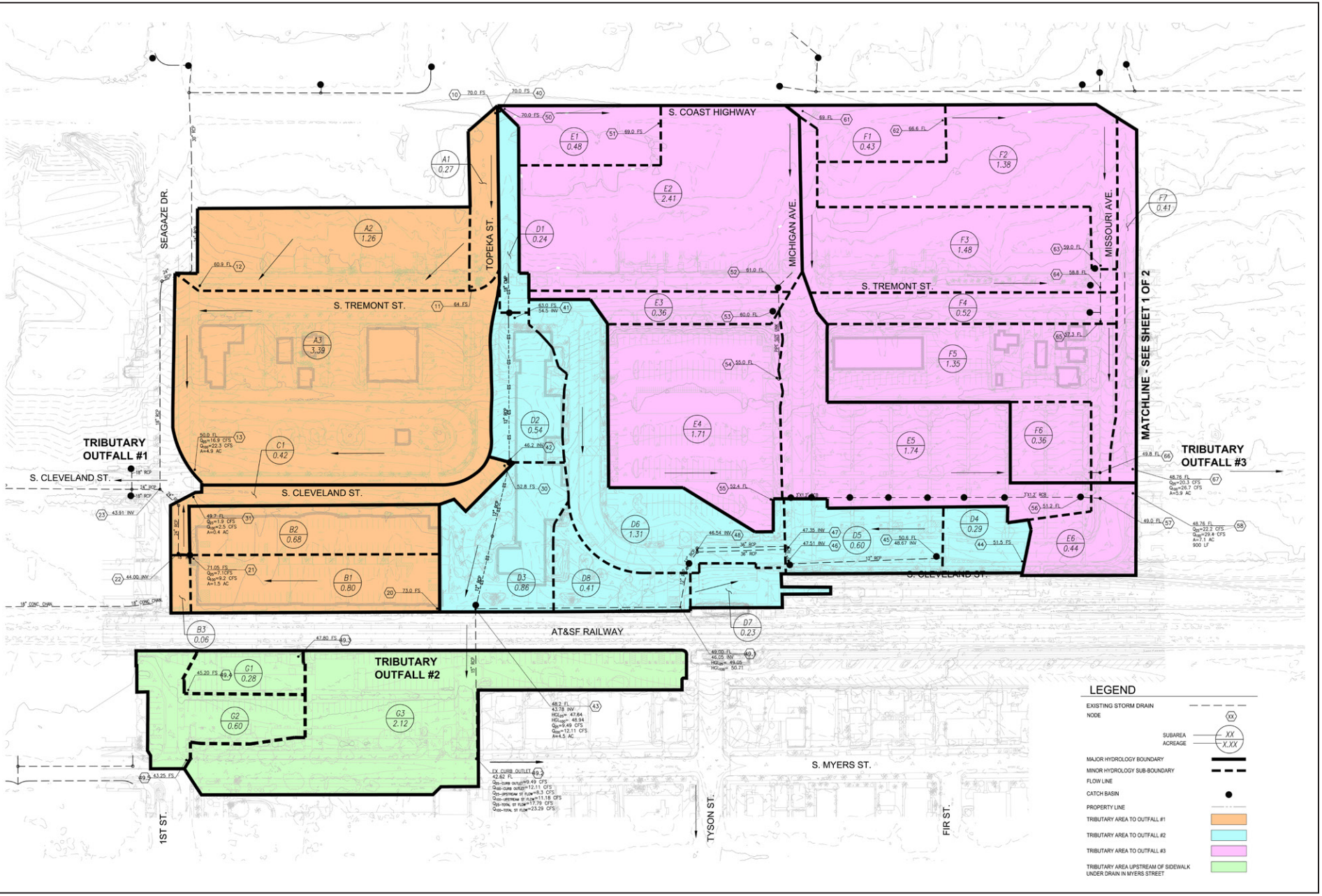
DRAINAGE PATTERN

HWQ-2 THE PROJECT COULD SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF, IN A MANNER THAT WOULD RESULT IN SUBSTANTIAL EROSION, SILTATION, OR FLOODING ON- OR OFF-SITE.

Impact Analysis: As discussed in Impact Statement HWQ-1, the proposed project would disturb more than one acre of land; therefore, the proposed project is subject to the requirements of the General Construction Permit (Order No. 2022-0057-DWQ) under the NPDES program. Compliance with the General Construction Permit would require submittal of a SWPPP and other documents prior to the commencement of soil disturbing activities. The project-specific SWPPP would list structural and non-structural BMPs to be implemented in order to control erosion and sediment. Additionally, the proposed project would be required to comply with the regional MS4 Permit. The SWQMP prepared for the project incorporates LID requirements and BMPs necessary to control stormwater pollution from construction activities. Mandatory compliance with applicable BMPs as detailed in the project-specific SWQMP prepared in accordance with the regional MS4 Permit, project implementation would not substantially alter the existing drainage pattern of the site or area, or substantially increase the rate or amount of surface runoff, in a manner that would result in substantial erosion, siltation, or flooding on- or off-site during construction activities.

Compared to existing conditions, the proposed project would develop new building structures, parking areas, and hardscaping and, as a result, would increase impervious surfaces on-site from 85 percent to 90 percent. The project site has deficient municipal storm drain discharge facilities to receive drainage from the southern two-thirds of the project site. As such, implementation of a new storm drain network and four underground detention basins is proposed to attenuate discharges from post-project conditions; refer to Exhibits 5.6-2a and 5.6-2b, *Proposed Hydrology*.

In order to analyze the proposed design, the Hydrology Study analyzed the project site as three prominent on-site watersheds (A, B, and C) that outlet at the same three flow concentration points (or tributaries) as existing conditions: one located on the northerly end of the project at the intersection of Seagaze Drive and Cleveland Street (Tributary 1); a 15-inch RCP below the railroad tracks that outlet onto South Myers Street (Tributary 2) via a sidewalk underdrain; and an outlet on the southerly end of the project site at the intersection of Missouri Avenue and Cleveland Street (Tributary 3) to a proposed off-site storm drain extension that would connect to the existing storm drain at the intersection of Cleveland Street and Wisconsin Avenue. Tributaries 1, 2, and 3 have total areas of 6.9, 5.0, and 34.0 acres, respectively.



Source: Stantec, August 2024

Michael Baker INTERNATIONAL

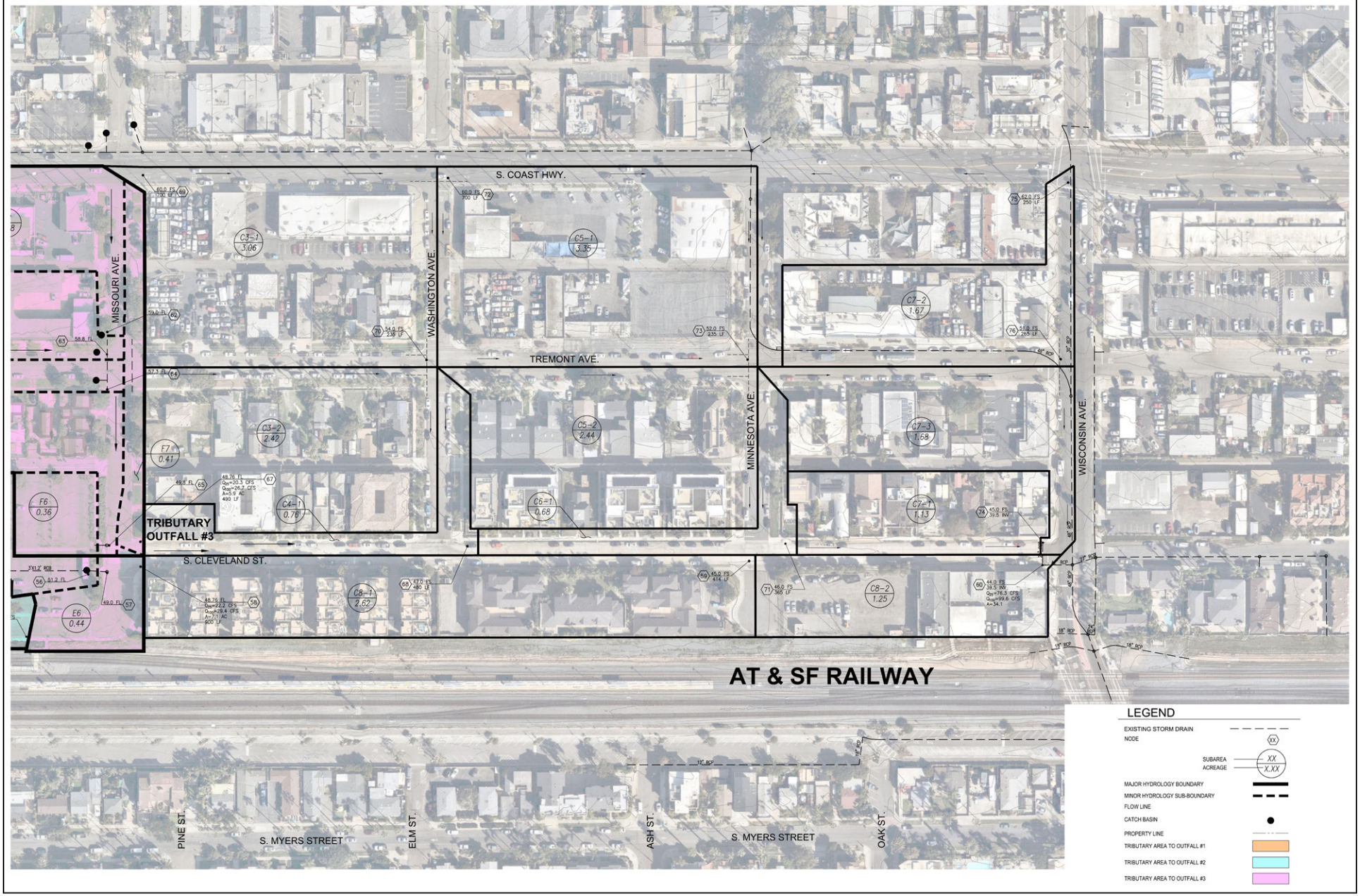
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OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

Proposed Hydrology

Exhibit 5.6-2a



Source: Stantec, August 2024

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ENVIRONMENTAL IMPACT REPORT

Proposed Hydrology

Exhibit 5.6-2b

Three disconnected mainline storm drain systems (one for each watershed) are proposed to help convey surface runoff to the three existing outlet locations as described above. A storm drain pipe is proposed along Cleveland Street located within Watershed A of the project site. This system would convey runoff to the existing northern storm drain system at Tributary 1.

Watershed B proposes a storm drain system that runs parallel to the Topeka Street alignment from the upstream off-site watershed along South Tremont Street to the point of connection with the upstream end of the existing 15-inch RCP that sits beneath the railroad tracks (Tributary 2). A second mainline storm drain under Cleveland Street between Topeka Street and Michigan Avenue would connect same point of connection with the existing 15-inch RCP. A separate private storm drain system would convey all areas outside of the public right-of-way and discharge flows to two underground detention basins. One of the underground detention basins would be located north of the proposed office building. The second underground detention basin would be located south of the proposed NCTD Customer Service Building. Both detention basins would connect to the proposed storm drain facilities described above. Due to downstream flow constraints from the existing undersized 15-inch RCP culvert (maximum capacity of approximately 8 cubic feet per second [cfs]) at South Myers Street, the proposed detention basins are required to attenuate peak discharges from the 100-year storm event, so as not to worsen the drainage condition of the 15-inch RCP. The underground detention basins are closed systems as it was determined that infiltration is not feasible for the project.[12]

Watershed C proposes a storm drain system that conveys runoff from South Tremont Street, Michigan Avenue, and the proposed transit station located on the southerly end of the project site (Tributary 3). At the southerly end of the project site, a new municipal storm drain system would be constructed in Cleveland Street from Missouri Avenue to Wisconsin Avenue to convey flow from the project site, and public and private areas upstream of the project site. In the existing condition stormwater flows in the south tributary are conveyed via Cleveland Street as surface discharge, that flows two existing catch basins at the Cleveland Street and Wisconsin Avenue intersection. Due to this existing condition, Cleveland Street experiences localized flooding conditions during heavy rainfall events. The project would construct a new 36-inch RCP underground municipal storm drain, approximately 1,400 feet in length, in Cleveland Street to the existing 42-inch RCP lateral at the Cleveland Street and Wisconsin St. intersection. Refer to Exhibit 5.6-2b, *Proposed Hydrology*, for the location of the new storm drain system in Cleveland Street. The new 36-inch RCP would be designed to convey the 100-year peak storm event to comply with the City of Oceanside engineering design criteria. The new storm drain system in Cleveland Street would be constructed using conventional open trench construction to meet the City's construction standards for acceptance by the City of Oceanside for long term maintenance. The new 36-inch RCP in Cleveland Street is a proposed project design feature that would provide public benefit to the area by significantly reducing flooding events by conveying the majority of peak storm event flows in an underground pipe. Additionally, the new 36-inch RCP storm drain in Cleveland Street would provide additional public benefit by providing a municipal storm drain that would reduce long term maintenance of Cleveland Street without the damaging scour effects of surface street flow.

[12] NOVA Services, Inc., *Design Phase Infiltration Feasibility Study, Proposed NCTD Oceanside Transit Center Redevelopment, Oceanside, California*, January 15, 2024.

Based on the Hydrology Study, post-project peak runoff flow rates are observed to be equal and lower than the pre-project conditions. Generally, it is common for time of concentrations to reduce during urbanization; thus, increasing surface runoff. However, due to an increase in the quantity of stormwater conveyance infrastructures (i.e., storm drain pipes) as a result of the proposed storm drain layout and gentle pipe slopes, time of concentrations have increased resulting in an attenuation of peak flows.

Tables 5.6-1a and 5.6-1b, *Existing and Proposed Hydrology*, represents time of concentration and peak runoff results under pre- and post-project conditions; overall, the proposed project would not increase peak flows to the existing storm drain system. The discharge differential between pre- and post-project conditions for Watershed A and at Tributary 1 were relatively the same such that mitigation is not required. Watersheds B and C (Tributaries 2 and 3, respectively) would include new a new municipal storm drain system that would result in a decrease in peak runoff rates. The project also proposes a new storm drain pipe under Cleveland Street that extends from the project to the existing storm drain system at the intersection of Cleveland Street and Wisconsin Avenue, increasing water storage down stream of Tributary 3 and alleviating existing flooding conditions.

Table 5.6-1a
Existing and Proposed Hydrology

Time of Concentrations (Tc)			
Tributary	**Existing Tc (minutes)**	**Proposed Tc (minutes)**	**Tc Difference (minutes)**
25-Year			
1	7.4	7.8	0.4
2	4.4	7.9	3.5
3	17.3	16.1	-1.2
100-Year			
1	7.1	7.5	0.4
2	4.3	7.7	3.4
3	16.5	15.5	-1.0
Source: Stantec Consulting, Inc., *Preliminary Hydrology Report for: NCTD Oceanside Transit Center, 235 Tremont St., Oceanside, California 92054,* dated July 19, 2024.			

Table 5.6-1b
Existing and Proposed Hydrology

Peak Flow Rates			
Tributary	**Existing Q (cfs)**	**Proposed Q (cfs)**	**Q Difference (cfs)**
25-Year			
1	24.0	23.8	-0.2
2	9.5	8.4	-1.1
3	76.3	74.7	-1.6
100-Year			
1	31.6	31.3	-0.3
2	12.1	10.7	-1.4
3	99.7	98.2	-1.5
Source: Stantec Consulting, Inc., *Preliminary Hydrology Report for: NCTD Oceanside Transit Center, 235 Tremont St., Oceanside, California 92054,* dated July 19, 2024.			

With construction of the proposed drainage system and underground storage basins, adequate flood protection would be provided for a 25- and 100-year storm event for any increase in discharge from pre-project conditions. Overall, the project would mitigate any increased runoff that is generated from post-project urbanization (i.e., increased impervious areas) upon implementation of the proposed storm drain pipes, detention basins, LID features, and BMPs, as discussed in the SWQMP. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

DRAINAGE SYSTEM CAPACITY

HWQ-3 THE PROJECT COULD CREATE OR CONTRIBUTE RUNOFF WATER WHICH COULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF.

Impact Analysis: Storm drains and/or stormwater conveyance systems are private and public drainage facilities that transport surface water runoff (typically in urban areas) to another location where the water is discharged to a natural drainage, water course (most likely), or treatment facility. The main purpose of the storm drain system is to properly convey and route stormwater to specially designated areas to capture and treat stormwater and reduce localized flooding or impacts on existing stormwater systems.

Growth and urbanization place increased pressure on storm drain capacities. In general, increased urbanization increases the amount of impervious (paved) surfaces, thus reducing the amount of water that would normally infiltrate into the soil. Rainfall, irrigation runoff, and nuisance flows accumulate on impervious surfaces and flow downstream via the storm drain system to various outfalls that ultimately drain to local tributaries. Without proper stormwater BMPs, urban runoff is not filtered to remove trash, cleaned, or otherwise treated before it is discharged to the local tributaries. As a result, storm drains have become an increasingly important component in managing water quality impacts in addition to reducing flooding.

As analyzed under Impact Statement HWQ-2, the project would construct a new storm drain pipe network and underground detention basins to attenuate discharges from post-project conditions. Additionally, the project would implement LID features and source, site, and treatment control BMPs, as discussed in the SWQMP, which would both reduce stormwater runoff and runoff rate. Further, the project would be required to prepare and implement a SUSMP, which would include applicable LID requirements. The SUSMP would outline the required quantities of stormwater to be treated and the appropriate treatment methods. A final SUSMP would be submitted as part of final construction documents for City review, which would describe the final selection of BMPs for the proposed development. As concluded in the Hydrology Study, the proposed storm drain system would not have an adverse effect on any existing or proposed storm drain improvements within the project area. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GROUNDWATER RECHARGE

HWQ-4 THE PROJECT COULD SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN.

Impact Analysis: The proposed project would not result in direct impacts to groundwater through groundwater extraction activities, as none are proposed. Project implementation could result in indirect impacts of groundwater withdrawal due to increased water demands, as well as decreased recharge volumes as a result of increased impervious surfaces on-site.

The project is located within an urbanized and built-out area of the City. The project site is currently developed with the NCTD transit center, consisting of train platforms, NCTD offices, and two public surface parking lots. No major groundwater recharge area is located on-site or in the project vicinity. Compared to existing conditions, the proposed project would develop new building structures, parking areas, and hardscaping and, as a result, would increase impervious surfaces on-site from approximately 85 to 90 percent. As such, development of the proposed project is not anticipated to result in significant changes in impermeability. Impacts in this regard would be less than significant.

Regarding potential impacts as a result of increased water demand, the proposed project would result in a net increase water demand of 267 acre-feet per year (AFY) for potable water; refer to Impact Statement USS-1 in Section 5.15, *Utilities and Service Systems*. Based on the *Water Supply Assessment, Oceanside Transit Center Redevelopment* (Water Supply Assessment), prepared by Michael Baker International, Inc., dated March 2023, provided in Appendix 11.12, *Utilities Reports*, of this EIR, there is sufficient supply available for the area, including the project's demands. As discussed above, no groundwater recharge areas are on-site or in the project vicinity. As such, implementation of the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge in a manner that would impede sustainable groundwater management of the Mission Basin. Impacts in this regard are less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CONFLICT WITH WATER QUALITY PLANS

HWQ-5 THE PROJECT COULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN.

Impact Analysis: Refer to Impact Statement HWQ-1 for a discussion on project impacts related to water quality and consistency with a water quality control plan.

The project site is located within the Mission Basin, which is ranked as a "very low" priority basin. Therefore, there is no groundwater sustainability plan established for the Mission Basin and the project would not conflict with or obstruct a sustainable groundwater management plan in this regard.

In accordance with the requirements of the City and consistency with the regional MS4 permits issued by the San Diego Regional Board (Order No. R9-2013-0001, amended by Order Nos. R9-2015-0001 and R9-2015-0100; NPDES Permit No. CAS0109266), new development and significant redevelopment projects must prepare and implement project-specific SWQMPs aimed at reducing pollutants in post-development runoff. Specifically, a project-specific SWQMP would include San Diego Regional Board-approved BMPs, where applicable, that address post-construction management of storm water runoff water quality. As analyzed under Impact Statements HWQ-1 and HWQ-2, the project qualifies as a Priority Project and the Applicant has prepared a SWQMP with proposed site design, source control, LID BMPs, and storm drain improvements to ensure stormwater runoff generated during project operations is adequately collected, treated, and conveyed to the City's existing storm drain system. The City of Oceanside is responsible for reviewing final project plans during plan check review to ensure all BMPs identified in the approved Final SWQMP are incorporated into the project design. As such, the project would comply with the City's requirements related to water quality and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

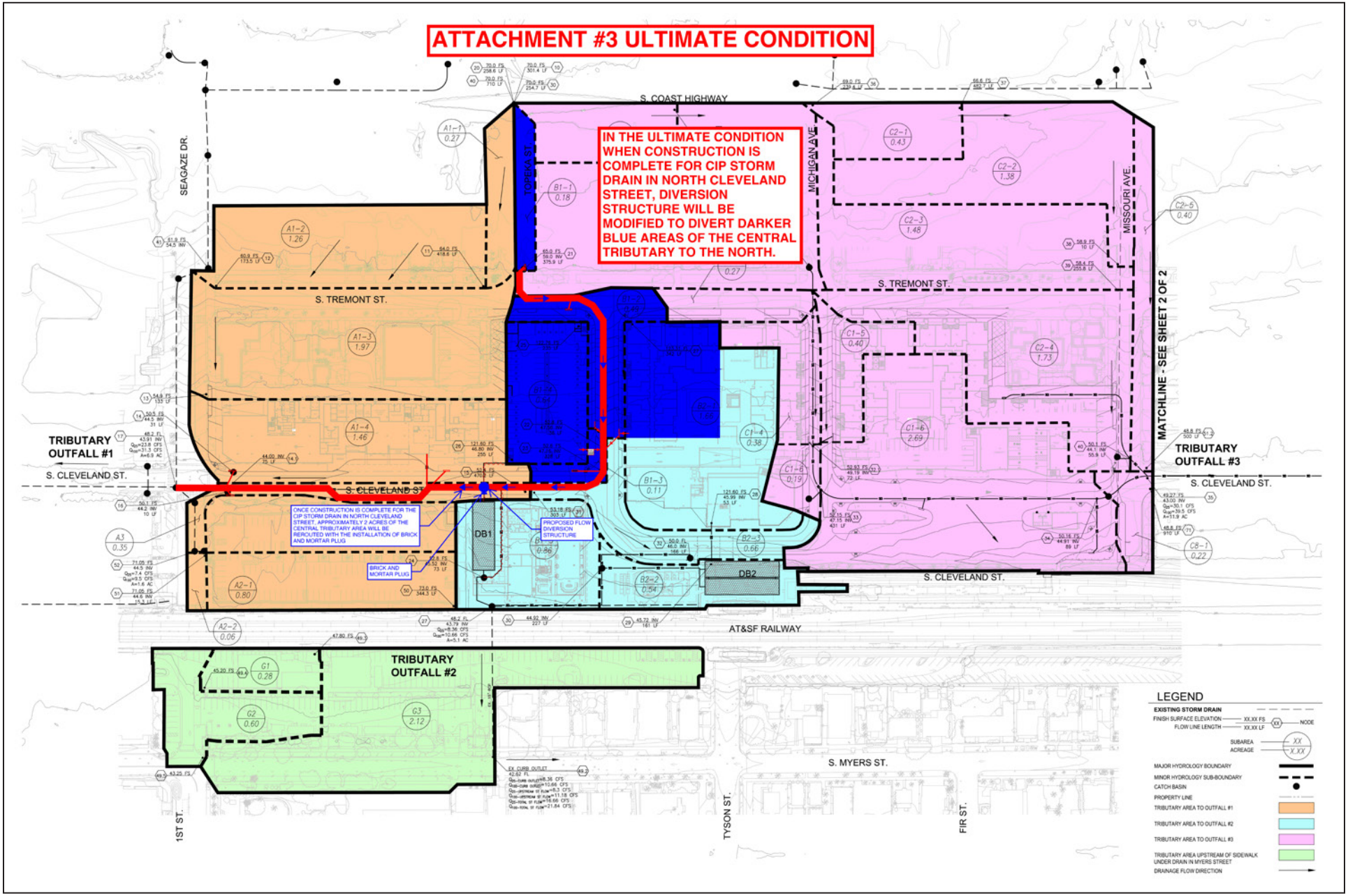
5.6.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." Included in Table 4-1, *Cumulative Projects List*, is a stormwater pipe upgrade, which is part of a City Capital Improvement Project (CIP).

It is acknowledged that the City may prefer the option to utilize this upgraded stormwater pipe located to the north of the project site. Based on the City's preliminary calculation of the new pipe, there would be capacity to take an additional 10 cfs of stormwater discharge from the project site to the new pipe. As such, the project proposes to construct a flow diversion structure, immediately upstream of the underground Detention Basin No. 1 (DB1); refer to Exhibit 5.6-3, *Proposed Flow Diversion*, and Appendix 11.6, *NCTD Oceanside Transit Center at 235 South Tremont Street Assessment to Divert Portions of the Central Tributary to the North Technical Memo* (Diversion Technical Memo), prepared by Stantec Consulting, Inc., dated August 12, 2024. This diversion would alleviate flows into the 15-inch RCP under the railroad tracks by 10 cfs.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD VIOLATE WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS, OR OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY.**

Impact Analysis: Cumulative projects could contribute to water quality degradation in the City. Similar to the proposed project, cumulative projects would be required to mitigate specific hydrologic impacts on a project-by-project basis pursuant to all applicable federal, State, and local stormwater regulations and requirements, including NPDES and MS4 permits requirements (i.e., preparing and implementing project-specific SUSMP and associated BMPs and/or LID features for planning priority projects). Upon compliance, the cumulative projects would not result in violation of water quality standards or waste discharge requirements or otherwise substantially degrade water quality.



Source: Stantec, August 2024

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OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

Proposed Flow Diversion

Exhibit 5.6-3

As discussed in Impact Statement HWQ-1, the project would be required to prepare a SUSMP with applicable LID features and/or BMPs, which would ensure the proposed development does not adversely impact existing drainage courses and hydrologic flows in the project area. Construction-related BMPs are also proposed to reduce construction-related runoff volume and pollutants. Overall, implementation of the project would minimize the off-site discharge of anticipated and potential pollutant runoff during construction and post-development conditions in accordance with applicable regulations. As a result, the project would not result in violation of water quality standards or waste discharge requirements or otherwise substantially degrade water quality. Therefore, implementation of the proposed project would not result in a substantial cumulative contribution to water quality impacts and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF, IN A MANNER THAT WOULD RESULT IN SUBSTANTIAL EROSION, SILTATION, OR FLOODING ON- OR OFF-SITE.**

Impact Analysis: Cumulative projects could alter drainage patterns in the watershed and result in substantial erosion/siltation and/or flooding. However, as stated above, cumulative projects would be required to consider specific hydrologic impacts on a project-by-project basis pursuant to all applicable federal, State, and local stormwater regulations and requirements, including NPDES, MS4 permits requirements, and FEMA guidelines. These regulations would require project-specific BMP conditions, LID features, and/or on-site retention techniques, which would reduce peak flow rate or runoff volumes. As such, potential erosion/siltation and flooding would be reduced with compliance with existing federal, State, and local laws and regulations.

As stated, the project proposes storm drain pipelines, detention basins, LID features, and source, site, and treatment control BMPs in accordance with the SWQMP. As discussed in Impact Statement HWQ-2, the proposed storm drain design results in a slight decrease in stormwater runoff generated from the project site when compared to existing conditions during the 25- and 100-year storm events; refer to Table 5.6-1a and Table 5.6-1b. Thus, project operations would not increase runoff in a manner that would result in substantial erosion, siltation, or flooding on- or off-site. Further, erosion/siltation during construction activities would be minimized with implementation of construction-related BMPs required under the NPDES program. Last, as demonstrated in Exhibit 5.6-3, based on the City's preliminary calculation of the new City CIP stormwater pipe upgrade to the north of the project site, there would be capacity to take an additional 10 cfs of stormwater discharge from the project site to the new pipe. As such, the project proposes to construct a flow diversion structure, immediately upstream of the underground Detention Basin No. 1 (DB1); refer to Exhibit 5.6-3 and Appendix 11.6, Diversion Technical Memo. This diversion would alleviate flows into the 15-inch RCP under the railroad tracks by 10 cfs, which would reduce existing runoff to the west. The proposed City pipe has been designed to accommodate this diversion as part of the City's CIP process. As such, impacts in

this regard are less than significant and would not result in increased cumulatively considerable impacts, compared to what was studied as part of the City's CIP process.

Implementation of the proposed project would not result in a substantial cumulative contribution to erosion, siltation, or flooding on- or off-site and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD CREATE OR CONTRIBUTE RUNOFF WATER WHICH COULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF.**

Impact Analysis: Cumulative projects could contribute runoff water, impact stormwater drainage systems, or generate substantial additional sources of runoff in the City. However, as stated above, cumulative projects would be required to mitigate specific hydrologic impacts on a project-by-project basis pursuant to all applicable federal, State, and local stormwater regulations and requirements, including NPDES and MS4 permits requirements (i.e., preparing and implementing project-specific SUSMP and associated BMPs and/or LID features for planning priority projects). Implementation of these regulations would minimize increases in peak flow rates or runoff volumes on a project-by-project basis.

As concluded in Impact Statement HWQ-3, project implementation (with proposed underground detention feature) would not exceed the peak flow rates or runoff volumes of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. As such, implementation of the proposed project would not result in a substantial cumulative contribution to runoff which could exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

As demonstrated in Exhibit 5.6-3, based on the City's preliminary calculation of the new City CIP stormwater pipe upgrade to the north of the project site, there would be capacity to take an additional 10 cfs of stormwater discharge from the project site to the new pipe. As such, the project proposes to construct a flow diversion structure, immediately upstream of the underground Detention Basin No. 1 (DB1); refer to Exhibit 5.6-3 and Appendix 11.6, Diversion Technical Memo. This diversion would alleviate flows into the 15-inch RCP under the railroad tracks by 10 cfs, which would reduce existing runoff to the west. The proposed City pipe has been designed to accommodate this diversion as part of the City's CIP process. As such, impacts in this regard are less than significant and would not result in increased cumulatively considerable impacts, compared to what was studied as part of the City's CIP process.

Impacts in this regard would be less than significant and the project would not be significantly cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN.**

Impact Analysis: Similar to the proposed project, cumulative projects in the project area are located within urbanized areas of the City. Cumulative projects could result in increased demands on water supply and could increase impervious surfaces, reducing the amount of surface water to percolate into the groundwater. Projects would be required to comply with existing State and local regulations pertaining to stormwater best management practices on a case-by-case basis, such as providing permeable surfaces, infiltration systems, etc.

As detailed in Impact Statement HWQ-4, the proposed project would not result in direct impacts to groundwater through groundwater extraction activities. Further, development in accordance with the proposed project is not anticipated to substantially increase impervious surfaces at the project site. Further, there is sufficient supply available for the area, including the project's demands. As such, the project would not have to potential to result in a cumulatively considerable impact with regards to substantially decreasing groundwater supplies, interfering substantially with groundwater recharge in a manner that would impede sustainable groundwater management of the Mission Basin, or conflicting with the Basin Plan. Impacts in this regard would be less than significant and the project would not result in cumulatively considerable impacts in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED CUMULATIVE PROJECTS, COULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN.**

Impact Analysis: Similar to the proposed project, cumulative projects in the project area are located within the Central subbasin with no groundwater sustainability plan. As such, cumulative projects would not conflict with or obstruct a sustainable groundwater management plan in this regard. Cumulative development would be required to comply with existing State and local laws and regulations, including preparation of a SUSMP and applicable LID requirements on a project-by-project basis.

The project would be required to prepare a SUSMP with applicable LID requirements. With the mandatory compliance with applicable BMPs as detailed in the project-specific SUSMP, prepared in accordance with the regional MS4 permits issued by the San Diego Regional Board, stormwater runoff generated during long-term project operations would be adequately treated on-site prior to entering the existing storm drain system. As such, the project would not have to potential to result in cumulatively considerable impact with regards to conflicting with water quality standards or waste discharge requirements as outlined in the Basin Plan. Impacts in this regard would be less than significant and the project would not be significantly cumulatively considerable.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.6.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the proposed project would not result in any significant and unavoidable impacts pertaining to hydrology and water quality.

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5.7 HAZARDS AND HAZARDOUS MATERIALS

This section describes the potential for the proposed project to expose the public to hazards, hazardous materials, or risk of upset that may be related to existing conditions or new hazards created as a result of the project. Mitigation measures are recommended, as necessary, to minimize impacts as a result of project implementation. This section is primarily based upon available online databases maintained by the State Water Resources Control Board (SWRCB) (i.e., GeoTracker) and the Department of Toxic Substances Control (DTSC) (i.e., EnviroStor), as well as the following technical studies; refer to Appendix 11.7, *Hazardous Materials Documentation*:

- *Phase I Environmental Site Assessment, 235 South Tremont Street Oceanside, California 92054* (Phase I ESA), prepared by Stantec Consulting Services Inc. (Stantec), dated February 10, 2021;
- *Phase II Environmental Site Assessment, 235 South Tremont Street Oceanside, California 92054* (Phase II ESA), prepared by Stantec, dated August 11, 2021; and
- *Additional Phase II Environmental Site Assessment, 235 South Tremont Street Oceanside, California 92054* (Additional Phase II ESA), prepared by Stantec, dated November 5, 2021.

For the purpose of this analysis, the term "hazardous material" refers to both hazardous substances and hazardous waste. A material is defined as "hazardous" if it appears on a list of hazardous materials prepared by a federal, tribal, State, or local regulatory agency, or if it possesses characteristics defined as "hazardous" by such an agency. A "hazardous waste" is a solid waste that exhibits toxic or hazardous characteristics (i.e., ignitability, corrosivity, reactivity, and/or toxicity).

5.7.1 EXISTING SETTING

EXISTING ON-SITE USES

The project site is currently developed with the NCTD transit center, consisting of train platforms, NCTD offices, and two public surface parking lots. Review of historic aerial photography of the site vicinity indicates the current transit center structures and improvements have been in place in current configuration since 1997. Development of the NCTD transit center appears to have been constructed by 1984, with additional improvements developed over the intervening years. The project site is developed with multiple single-story buildings (Amtrak Customer Service, Greyhound Customer Services, and restrooms) connected with an overhang structure, covered bus stop sitting areas and restroom, and a single-story office building. The remainder of the project site is asphalt parking.

The existing on-site transportation and office uses are not expected nor recorded to handle/store/transport hazardous materials. Therefore, the existing uses on-site are not anticipated to have affected soil, soil vapor, and/or groundwater at the project site.

On-Site Hazardous Building Materials

Structures constructed between the 1940s and the 1970s may be associated with hazardous building materials (e.g., asbestos-containing material [ACM], lead-based paint [LBP]). Additionally, polychlorinated biphenyls (PCBs) were used extensively as coolants in hydraulic systems and as dielectric fluids in electrical equipment as well as many other applications before 1979. Typically,

hydraulic systems and electrical equipment are expected to be on most urban land uses such as commercial uses.

Existing commercial structures on the project site appear to have been constructed in the 1980s. As such, ACMs, LBPs, and PCBs may be present in on-site soils in the vicinity of these structures.

ASBESTOS-CONTAINING MATERIALS (ACMs)

Asbestos is a strong, incombustible, and corrosion-resistant material, which was used in many commercial products prior to the 1940s and up until the early 1970s. If inhaled, asbestos fibers can result in serious health problems. The California Division of Occupational Safety and Health (Cal/OSHA) asbestos construction standard (Title 8, California Code of Regulations (CCR), Section 1259) defines ACM as material containing more than one percent asbestos. Asbestos-containing-construction-material (ACCM) is defined as any manufactured construction material which contains more than one tenth of one percent asbestos by weight (a lower threshold than the one percent for ACM). Suspect materials that may contain ACCMs include, but may not be limited to, drywall systems, floor tiles, ceiling tiles, and roofing systems.

LEAD-BASED PAINTS (LBPs)

Lead has long been used as a component of paint, primarily as a pigment and for its ability to inhibit and resist corrosion. Over time, as concern over the health effects associated with lead began to grow, health and environmental regulations were enacted to restrict the use of lead in certain products and activities in the U.S. In the last 25 years, LBPs, leaded gasoline, leaded can solder, and lead-containing plumbing materials were among the products that were gradually restricted or phased out of use.

POLYCHLORINATED BIPHENYLS (PCBs)

According to the EPA, PCBs were domestically manufactured from 1929 until fabrication was banned in 1979 by the Toxic Substances Control Act (TSCA), with some products and processes excluded from the ban by regulation. PCBs were used extensively as coolants in hydraulic systems and as dielectric fluids in electrical equipment as well as many other applications. However, PCBs may still be present in products and materials produced before 1979 (including oil used in motors and hydraulic systems) or in excluded manufacturing processes, as defined in 40 CFR 761.3, and can still be released into the environment, where they do not readily break down. PCBs have been identified as probable human carcinogens and cause a variety of noncancer health effects as well. The following existing on-site features may have resulted in a release of PCBs:

On-Site Generator

According to the Phase I ESA, a generator was observed along the southeastern exterior of the customer service structure within locked enclosure. The generator appeared in good condition without any indication of leaking or staining.

On-Site Transformer

According to the Phase I ESA, pad-mounted transformers were observed at the entrance to the main parking lot along South Tremont Avenue, adjacent to the single-story office building, and southeast of the train platform entrance. The transformers appeared to be in good condition without any indication of leaking or staining.

FORMER ON-SITE USES

Based on the Phase I ESA, the project site and immediate vicinity were developed with residential and commercial development from at least the 1920s through the early 1980s. Past on-site development was removed prior to the development of the existing NCTD transit center and associated parking lots. According to the Phase I ESA, past uses included both automotive and dry cleaner facilities from at least 1925 to 1962. These former uses are further described below.

Historic On-Site Dry Cleaning Facility

According to the Phase I ESA, a dry cleaner operated within the northern portion of the project site from at least 1925 and until 1962. Past releases of hazardous substances/materials from a dry cleaning use may have impacted soils, soil vapor, and groundwater underneath the site. As such, the Phase I ESA recommended further assessment to evaluate if a release from the former dry cleaner use has occurred.

Historic On-Site Automotive Repair/Gas Station

According to the Phase I ESA, an automotive repair/gas station with noted gasoline underground storage tanks (USTs) operated between 1950 and until early 1960s, within the southwestern portion of the project site. According to the Phase I ESA, former USTs may have existed on-site and further assessment was recommended to evaluate if a release from the former automotive repair/gas station use has occurred.

OFF-SITE USES

According to the Phase I ESA, automotive and dry cleaner facilities were developed throughout the project vicinity from at least 1925 to 1962. These historical surrounding off-site properties once handled/stored/transported hazardous materials and could have affected groundwater (and associated soil gas) at the project site. These listed facilities are further described below.

Historic Off-Site Listed Automotive and Drycleaning Facilities

According to the Phase I ESA, 18 historic automotive facilities are listed with 500 feet of the project site, and 16 historic dry cleaners are listed within 800 feet of the project site, five of which have had historic releases reported. Soil vapor impacts do not appear to have been assessed on the project site or at the sites nearby. Therefore, the Phase I ESA determined that these facilities represent a vapor encroachment condition to the project site, and further assessment was recommended to evaluate if these off-site facilities have affected the soil gas at the project site.

Former Off-Site Railroad

According to the Phase I ESA, a former railroad property located at 117 South Cleveland Street, approximately 88 feet northwest of the project site, is listed in the SWRCB's GeoTracker website as a Leaking Underground Storage Tank (LUST) Cleanup Site with a status of 'Completed – Case Closed' as of December 30, 1993. The potential contaminant of concern was diesel fuel in soil. In 1989, two underground storage tanks were removed. Additionally, contaminated soil was removed from the site, treated, and backfilled in 1993. Groundwater studies did not indicate contamination in groundwater. The site is also listed as a cleanup site in GeoTracker with contaminants of concern listed as

heating/fuel oil in other groundwater. This case received closure on October 9, 2003. The site is listed for a third time in GeoTracker with contaminants of concern listed as heating/fuel oil in soil. This case received closure on September 27, 1999. It is estimated that 11,000 cubic yards of contaminated soil remain on-site. Xylenes were detected in soil vapor surveys. The site received closure based upon its use as an open-air parking lot. According to the Phase I ESA, two aboveground storage tanks associated with this railroad were depicted adjacent to the west of the project site from at least 1950 to 1962. Due to the presence of remaining contaminants on-site, and distance from the project site, the Phase I ESA determined that this site represents a potential concern to soil vapor underneath the project site.

Former Off-Site Military Supply Store

A military supply store located at 301 North Coast Highway, approximately 939 feet north-northwest of the project site, is listed in the SWRCB's Geotracker website as a cleanup site with an 'Open-Site Assessment' status dated July 2, 2018. The potential contaminants of concern are listed as ethylbenzene, perchloroethylene (PCE), toluene, and xylene. Contaminants have been reported in soil vapor samples at the site tested in 2019. A soil vapor extraction (SVE) system is currently in place. Due to the recent and active case status and higher elevation of the site, the Phase I ESA determined that this site represents a potential concern to soil vapor underneath the project site.

OTHER EXISTING OFF-SITE USES

Existing land uses in the surrounding area include a mix of commercial and residential uses, which are further described as follows:

- *North*: Seagaze Drive bounds the project site to the north. Farther north is a mixed-use building with a restaurant (Domino's Pizza) and parking garage on the ground floor and residential units on the upper stories.
- *East*: Institutional (i.e., Grace Christian Center), single-family residential, and commercial (i.e., TE Connectivity and Alpha Technics) uses are present to the east. South Tremont Street bounds the central portion of the project site to the east.
- *South*: Missouri Avenue bounds the project site to the south. Commercial uses (i.e., American Import Auto Group, Huey Surfboards) and a mix of single- and multi-family residences are farther south.
- *West*: Railroad right-of-way bounds the project site to the west. Public surface parking lots and single-family residential uses are present farther west.

Existing off-site properties for commercial uses (e.g., auto body shops) typically involve the handling/storing/transporting of hazardous materials. Therefore, they have the potential to have affected soil, soil vapor, and/or groundwater at the project site.

POTENTIAL ON-SITE SOIL AND SOIL GAS CONTAMINATION

Based on the findings of the Phase I ESA, Stantec conducted a subsurface investigation throughout the project site for the Phase II ESA prepared in June 2021. Soil and soil vapor samples were conducted at various depths throughout the site, with a maximum depth of 10.5 feet bgs.

According to the Phase II ESA, soil samples analytical results were compared to their respective DTSC Human and Ecologic Risk Office (HERO) Note 3 screening levels for residential land use, and the U.S. Environmental Protection Agency (EPA) Regional Screening Levels (RSLs) for residential sites. Total petroleum hydrocarbons (TPH) in soil results were compared to the San Francisco Bay Regional Water Quality Control Board (San Francisco Regional Board) Environmental Screening Levels (ESLs). According to the Phase II ESA, soil vapor samples analytical results were compared to their respective DTSC HERO Note 3 screening levels for residential and commercial land uses or EPA RSLs for residential and commercial land uses, whichever is more conservative. TPH in soil gas results were compared to the San Francisco Regional Board ESLs. Soil gas concentrations were evaluated using an attenuation factor of 0.03 for residential screening levels and an attenuation factor of 0.001 for commercial screening levels.

The soil assessment did not detect concentrations of total TPH or volatile organic compounds (VOCs) in any of the soil samples collected. Analytical results from soil gas samples indicated TPH in the gasoline range organics (GRO) exceeding the initial residential screening level at five and ten feet bgs. Tetrachloroethene (PCE) was detected exceeding the initial residential screening level in soil gas samples at five and ten feet bgs. Toluene was detected at concentrations significantly below the initial residential screening level in soil gas samples at five feet bgs. All other VOCs analyzed (including benzene, ethylbenzene, p/m-xylene, o-xylene, trichloroethylene [TCE], among others) were reported to be below laboratory reporting limits.

To provide further delineation of soil gas areas of concern, Stantec performed an additional investigation (Additional Phase II ESA) in October 2021. Soil and soil gas samples were conducted at various depths throughout the site, with a maximum depth of 15 feet bgs.

According to the Additional Phase II ESA, analytical results from soil samples collected throughout the site have not identified impacts to soil above laboratory detection levels. Analytical results from soil gas samples indicated TPH-GRO exceeding the initial residential screening level at five and ten feet bgs. Benzene was detected to be above the residential screening level at five and 12 feet bgs. PCE was detected to exceed the initial residential screening level at five, ten, and 15 feet bgs. Toluene was detected at concentrations significantly below the initial residential screening level.

Further, the data set was evaluated to conduct a human health risk assessment (HHRA). Soil gas data collected were used to evaluate a reasonable maximum exposure (RME) scenario under the proposed future residential use. A range of potential gas intrusion risks was estimated by comparing all results against human health risk-based soil gas screening levels derived by dividing indoor air screening levels representing no unacceptable cancer risk or non-cancer hazards established either by DTSC or the EPA for residential use properties, by either the DTSC default attenuation factor 0.001 for future residential buildings or as also recommended by DTSC, an attenuation factor of 0.03. According to the Additional Phase II ESA, soil gas samples do not indicate an excess vapor intrusion risk due to the detected concentrations. In addition, under the low threat closure policy enforced by the State, TPH-related compounds are subject to bio-attenuation adjustments to the screening levels. Based on those bio-attenuation adjustments to the screening levels, no TPH-GRO was detected above the adjusted human health risk-based soil gas screening levels.

CORTESE DATABASE

Government Code Section requires the DTSC and the SWRCB to compile and update a regulatory sites listing (per the Code Section's criteria). Additionally, the State Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and are subject to water analysis pursuant to Health and Safety Code Section 116395. Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to CCR Title 14 Section 18051, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

The project site is not currently listed pursuant to Government Code Section 65962.5.[1]

5.7.2 REGULATORY SETTING

FEDERAL LEVEL

According to the U.S. Environmental Protection Agency (EPA), a "hazardous" waste is defined as one "which because of its quantity, concentrations, or physiochemical or infectious properties, may either increase mortality or produce irreversible or incapacitating illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed" (U.S. Public Health and Welfare Code Section 6903). Special handling and management are required for materials and wastes that exhibit hazardous properties. Treatment, storage, transport, and disposal of these materials are highly regulated at both the federal and State levels. The federal and State laws provide the "cradle to grave" regulation of hazardous wastes. Businesses, institutions, and other entities that generate hazardous waste are required to identify and track their hazardous waste from the point of generation until it is recycled, reused, or disposed of. Compliance with federal and State hazardous materials laws and regulations minimizes the potential risks to the public presented by these potential hazards.

Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) is the principal federal law that regulates generation, management, and transportation of hazardous waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. The primary responsibility for implementing RCRA is assigned to the EPA's DTSC, although individual states are encouraged to seek authorization to implement some or all RCRA provisions.

Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)

The Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) is a law developed to protect the water, air, and soil resources from the risks created by past chemical

[1] California Environmental Protection Agency, *Cortese List Data Resources*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed March 3, 2023.

disposal practices. This law is also referred to as the Superfund Act and regulates sites on the National Priority List, which are called Superfund sites.

Hazardous Materials Transportation Act (HMTA)

The Hazardous Materials Transportation Act of 1975 (HMTA) empowered the Secretary of Transportation to designate as hazardous material any "particular quantity or form" of a material that "may pose an unreasonable risk to health and safety or property." In 1990, Congress enacted the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) to clarify the maze of conflicting state, local, and federal regulations. Like the HMTA, the HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The HMTUSA includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials.

Emergency Planning and Community Right-To-Know Act (EPCRA)

In 1986, Congress passed the Superfund Amendments and Reauthorization Act. Title III of this regulation may be cited as the "Emergency Planning and Community Right-to-Know Act of 1986" (EPCRA). The EPCRA required the establishment of state commissions, planning districts, and local committees to facilitate the preparation and implementation of emergency plans. Under the requirements, local emergency planning committees are responsible for developing a plan for preparing for and responding to a chemical emergency, including:

- An identification of local facilities and transportation routes where hazardous materials are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting drills to test the plan.

The emergency plan is reviewed by the State Emergency Response Commission and publicized throughout the community. The local emergency planning committee is required to review, test, and update the plan each year. The goal of the plan is to improve public- and private-sector readiness and to mitigate local impacts resulting from natural or man-made emergencies.

Another purpose of the EPCRA is to inform communities and citizens of chemical hazards in their areas. Sections 311 and 312 of EPCRA require businesses to report to state and local agencies the location and quantities of chemicals stored on-site. Under section 313 of EPCRA, manufacturers are required to report chemical releases for more than 600 designated chemicals. In addition to chemical releases, regulated facilities are also required to report off-site transfers of waste for treatment or disposal at separate facilities, pollution prevention measures, and chemical recycling activities. The EPA maintains the Toxics Release Inventory database that documents the information that regulated facilities are required to report annually.

National Emission Standards for Hazardous Air Pollutants

The National Emission Standards for Hazardous Air Pollutants (NESHAP) are stationary source standards for hazardous air pollutants established by the EPA. Hazardous air pollutants (HAPs) are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects. Sources subject to NESHAP are required to perform an initial performance test to demonstrate compliance. To demonstrate continuous compliance, sources are generally required to monitor control device operating parameters which are established during the initial performance test. Sources may also be required to install and operate continuous emission monitors to demonstrate compliance.

STATE LEVEL

The EPA and the DTSC have developed and continue to update lists of hazardous wastes subject to regulation. In addition to the EPA and DTSC, the San Diego Regional Board is the enforcing agency for the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil and groundwater. Other State agencies involved in hazardous materials management include the Office of Emergency Services, California Department of Transportation (Caltrans), California Highway Patrol, Air Resources Board (ARB), and the California Integrated Waste Management Board (CalRecycle).

Hazardous Materials Release Notification

Many State statutes require emergency notification of a hazardous chemical release:

- California Health and Safety Codes Sections 25270.8, and 25507;
- Vehicle Code Section 23112.5;
- Public Utilities Code Section 7673, (PUC General Orders #22-B, 161);
- Government Code Sections 51018, 8670.25.5 (a);
- Water Code Sections 13271, 13272; and
- California Labor Code Section 6409.1 (b)10.

Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. In addition, all releases that result in injuries or harmful exposure to workers must be immediately reported to Cal/OSHA pursuant to the California Labor Code Section 6409.1(b).

Hazardous Materials Disclosure Programs

The Unified Program administered by the State consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs, which include Hazardous Materials Release Response Plans and Inventories (business plans), the California Accidental Release Prevention (CalARP) Program, the UST Program, and the Aboveground Petroleum Storage Tank (APST) Program. The Unified Program is implemented at the local government level by Certified Unified Program Agencies (CUPA).

California Accidental Release Prevention (CalARP) Program

The California Accidental Release Prevention (CalARP) program was implemented on January 1, 1997 in response to SB 1889 and replaced the California Risk Management and Prevention Program. The CalARP Program aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. This requirement is coupled with the requirements for preparation of hazardous materials business plans under the Unified Program, implemented by the CUPA.

Transportation of Hazardous Materials/Wastes

Transportation of hazardous materials/wastes is regulated by CCR Title 26. The U.S. Department of Transportation (DOT) is the primary regulatory authority for the interstate transport of hazardous materials. The DOT establishes regulations for safe handling procedures (i.e., packaging, marking, labeling, and routing) and enforces federal and State regulations and responds to hazardous materials transportation emergencies along with the California Highway Patrol. Emergency responses are coordinated as necessary between federal, State, and local governmental authorities and private persons through a State-mandated Emergency Management Plan.

Worker and Workplace Hazardous Materials Safety

Occupational safety standards exist to minimize worker safety risks from both physical and chemical hazards in the workplace. Cal/OSHA is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA requires many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.

Department of Toxic Substances Control (DTSC)

The responsibility for implementation of RCRA was given to DTSC in August 1992. The DTSC is also responsible for implementing and enforcing California's own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and regulate a larger number of chemicals. Hazardous wastes regulated by California but not by EPA are called "non-RCRA hazardous wastes."

REGIONAL LEVEL

San Diego Regional Water Quality Control Board

The San Diego Regional Water Quality Control Board (San Diego Regional Board) is the enforcing agency for the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil and groundwater. The Site Cleanup Program (SCP) regulates and oversees the investigation and cleanup of 'non-federally owned' sites where recent or historical unauthorized releases of pollutants to the environment, including soil, groundwater, surface water, and sediment, have occurred. Sites in the program are varied and include, but are not limited to, pesticide and fertilizer facilities, rail yards, ports, equipment supply facilities, metals facilities, industrial

manufacturing and maintenance sites, dry cleaners, bulk transfer facilities, refineries, and some brownfields. These releases are generally not from strictly petroleum USTs. The types of pollutants encountered at the sites are plentiful and diverse and include solvents, pesticides, heavy metals, and fuel constituents, to name a few.

San Diego Air Pollution Control District

The San Diego Air Pollution Control District (SDAPCD) is one of 35 air quality management districts in California responsible for regional air quality planning, monitoring, and stationary source and facility permitting. Locally, the SDAPCD is entrusted with regulating stationary (fixed) sources of air pollution, including power plants, manufacturing and industrial facilities, stationary internal combustion engines, gas stations, landfills, and solvent cleaning and surface coating operations. However, approximately 67 percent of the air pollutants in the region are emitted by motor vehicles and other mobile sources (e.g., ships, trains, construction equipment, etc.). The SDAPCD establishes permitting requirements, inspects emission sources, and enforces measures through educational programs and/or fines.

- SDAPCD Rule 1206: SDAPCD Rule 1206 incorporates the requirements of the federal asbestos requirements found in NESHAP and includes additional requirements to minimize exposure to asbestos fibers. SDAPCD Rule 1206 requires a facility survey for certain projects to determine if asbestos is present prior to commencement of renovation or demolition. Persons conducting facility surveys shall have taken and passed a current EPA-approved Building Inspector Course. The asbestos content shall be analyzed by a laboratory certified by the National Voluntary Laboratory Accreditation Program (NVLAP). If more than 100 square feet of asbestos-containing materials will be disturbed or a demolition will occur, a notification must be submitted to SDAPCD and procedures for asbestos emission control and waste handling and disposal must be in compliance with SDAPCD Rule 1206.

Certified Unified Program Agency

The Unified Program is the consolidation of six State-regulated environmental programs into one program under the California Environmental Protection Agency. The goal of the Unified Program is to achieve consistency, consolidation, and coordination in the regulation of these six programs through education, community and industry outreach, inspections, and enforcement. The six State-regulated environmental programs consolidated by the Unified Program are:

- Aboveground Petroleum Storage Act (APSA) Program;
- California Accidental Release Prevention (CalARP) Program;
- Hazardous Materials Business Plan (HMBP) Program;
- Hazardous Materials Management and Inventory Program;
- Hazardous Waste and Hazardous Waste Treatment Program; and
- Underground Storage Tank (UST) Program.

A Certified Unified Program Agency (CUPA) is the agency responsible for the implementation and regulation of the Unified Program. The County of San Diego, Department of Environmental Health and Quality, Hazardous Materials Division (HMD) has been the CUPA for San Diego County since 1996.

LOCAL LEVEL

City of Oceanside General Plan

The General Plan Hazardous Waste Management Element (HWME) is the primary planning document providing the overall policy direction toward the effective management of the City's hazardous waste and is consistent with provisions of the other elements of the General Plan. The purpose of this element is to provide health and safety measures necessary for the protection of the citizens of Oceanside during the siting of hazardous waste facilities as required by 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. The HWME establishes programs to manage hazardous waste safety within the City and is the guide for local decisions regarding hazardous waste issues.

The General Plan Public Safety Element identifies and addresses those features or characteristics existing in or near the City that represent a potential hazard to the community's citizens, sites and structures, public facilities, and infrastructure. The Public Safety Element establishes policies to minimize the danger to residents, workers, and visitors while identifying actions needed to manage crisis situations such as earthquakes, fires, and floods.

Several relocation routes identified in the Public Safety Element Figure PS-11, *Relocation Routes & Refugee Centers*, are in proximity to the project site, including State Route (SR) 76 to the north, Interstate (I) 5 and Coast Highway to the east, and Oceanside Boulevard to the south.

Oceanside Municipal Code Chapter 14, *Health and Sanitation*

Chapter 14, *Health And Sanitation*, of the Municipal Code includes regulations pertaining to the management of hazardous waste. Specifically, the City adopted San Diego County Code of Regulatory Ordinances Sections 68.801 through 68.814 in Article IV, *Hazardous Wastes*, of the Municipal Code, which outlines regional arrangements to ensure prompt and effective responses to hazardous materials release incidents (including suspected and threatened releases) within the County. Article V, *Liability For Costs Of Response To Hazardous Waste Or Substance Spills, Releases And Other Incidents*, of the Municipal Code establishes liability for reimbursement of the City's expenses incurred in connection with corrective action necessitated by violations of the hazardous waste and substance control laws.

City of Oceanside Emergency Operations Plan

The *City of Oceanside Emergency Operations Plan* (EOP), adopted on March 1, 2017, is the City's approach to emergency planning and ensures that the City is prepared to respond to all hazards: natural disasters, man-made, and war-related emergencies, by utilizing the Standard Emergency Management System (SEMS) and the National Incident Management System (NIMS). The Oceanside Fire Department is charged with developing and maintaining the City's EOP.

According to the EOP Annex Q Attachment 2, *Evacuation Route*, major interstates and highways within San Diego County are identified as the primary transportation routes for an evacuation effort. Among these major interstates and highways, SR-76 (to the north) and I-5 (to the east) are located in close proximity to the project site.

5.7.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in Appendix 11.1, of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (refer to Section 8.0, *Effects Found Not To Be Significant*);
- 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 (refer to Impact Statement HAZ-1);
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (refer to Section 8.0, *Effects Found Not To Be Significant*);
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment (refer to Impact Statement HAZ-1);
- 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, result in a safety hazard or excessive noise for people residing or working in the project area (refer to Section 8.0, *Effects Found Not To Be Significant*);
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (refer to Impact Statement HAZ-2); and
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires (refer to Section 8.0, *Effects Found Not To Be Significant*).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.7.4 IMPACTS AND MITIGATION MEASURES

ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS

HAZ-1 PROJECT IMPLEMENTATION COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT, OR BEING LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5.

Impact Analysis: One of the means through which human exposure to hazardous substances could occur is through accidental release. Incidents that result in an accidental release of hazardous substances into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. Human exposure to contaminated soil or water can have potential health effects based on a variety of factors, such as the nature of the contaminant and the degree of exposure.

As discussed in Section 5.7.1, *Existing Setting*, analytical results as part of the Additional Phase II ESA have not identified soil impacts above laboratory detection levels. However, soil gas sampling results indicated elevated concentrations of TPH-GRO, benzene, and PCE above residential screening levels. Due to the presence of soil vapor impacts, an HHRA was conducted to evaluate potential vapor intrusion risks. According to the Additional Phase II ESA, soil gas samples do not indicate an excess vapor intrusion risk due to the detected concentrations. In addition, under the low threat closure policy enforced by the State, TPH-related compounds are subject to bio-attenuation adjustments to the screening levels. Based on those bio-attenuation adjustments to the screening levels, no TPH-GRO was detected above the adjusted human health risk-based soil vapor screening levels. Overall, the Additional Phase II ESA concluded that neither soil nor soil gas issues have been identified for the proposed residential (and commercial) uses of the project.

CONSTRUCTION

Construction activities could expose construction workers to accidental conditions at the project site. The project would involve excavation of up to 30 feet in depth (total cut of 286,000 cubic yards) to construct the proposed subterranean parking structure. According to the Additional Phase II ESA, the proposed excavation would expose impacted soil and soil gas on-site, if present. Based on the Additional Phase II ESA, there is no evidence to suggest that increasing soil vapor concentrations would occur with depth. Nonetheless, the project would have to comply with Mitigation Measures HAZ-1 and HAZ-2, which would require additional confirmation sampling and the development of a Soil Management Plan (SMP) prior to site disturbance activities. Additional on-site confirmation sampling, adjacent to the City-operated parking structure, would be required prior to issuance of a grading permit in order to verify that contamination has not extended into the project site (HAZ-1). The SMP would present procedures for the excavation and construction contractors to use in the event that unknown structures (i.e., underground storage tanks, sumps, etc.) or soil contamination are encountered during demolition, excavations, grading, or any other soil disturbance activities (HAZ-2). Results and recommendations, if any, would be required to be incorporated into the SMP. The SMP would provide guidance for the characterization, proper handling, and management of impacted or

suspected impacted soil that may be encountered. The SMP would also be required to include a decision framework and specific risk management measures for characterization, proper handling, and management of impacted or suspected impacted soil, including any soil import/export activities, in a manner protective of human health and consistent with applicable regulatory requirements. The SMP shall be made available to the contractor and the City Engineer for use during grading activities. With implementation of Mitigation Measure HAZ-2, risks from the disturbance of potentially contaminated soil during project construction would be minimized.

Demolition of On-Site Buildings

Existing structures on the project site appear to have been constructed in the 1980s. Further, according to the Phase I ESA, a generator and pad-mounted transformers were observed on-site. The generator and the transformers appeared to be in good condition without any indication of leaking or staining. Nonetheless, ACMs, LBPs, and PCBs may be present in association with building materials, and demolition of the structures on-site could expose construction personnel and the public to such hazardous building materials. Federal and State regulations govern the renovation and demolition of structures where ACMs, LBPs, and/or PCBs are present. All demolition that could result in the release of ACMs, LBPs, and/or PCBs would be conducted according to federal and State regulations which govern the renovation and demolition of structures where these hazardous building materials are present. Specifically, the NESHAP establishes that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition.

To further reduce potential impacts from these hazardous building materials, the project would be required to comply with Mitigation Measure HAZ-3. Mitigation Measure HAZ-3 would require surveys of ACMs, LBPs, and PCBs to be conducted by qualified specialists or contractors who have completed a current EPA-approved Building Inspector Course, and submitted to the HMD for review and comment, and to the City Engineer for approval, prior to demolition of existing structures (including piping materials). Specifically, if ACMs are located, abatement of asbestos would be required to be completed prior to any activities that would disturb ACMs or create an airborne asbestos hazard. Asbestos removal shall be performed by qualified specialists or contractors who have completed a current EPA-approved Building Inspector Course in accordance with SDAPCD Rule 1206. If more than 100 square feet of ACMs would be disturbed or demolition would occur, a notification shall be submitted to SDAPCD, and procedures for asbestos emission control and waste handling and disposal must be in compliance with SDAPCD Rule 1206. If LBPs are found, abatement shall be completed by a qualified Lead Specialist prior to any activities that would create lead dust or fume hazard. LBP removal and disposal shall be performed in accordance with CCR Title 8, Section 1532.1, which specifies exposure limits, specifies exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead. Specialists or contractors performing ACM, LBP, and/or PCB removal would be required to provide evidence of abatement activities to the HMD and City Engineer. The project Applicant would be required to inform the City Engineer, via the monthly compliance report, of the date when all ACMs, LBPs, and/or PCBs are removed from the site. Compliance with existing regulations related to ACMs, LBPs, and/or PCBs and implementation of Mitigation Measure HAZ-3 would reduce potential impacts in this regard to a less than significant level.

Conclusion

Overall, compliance with all existing federal, State, and local laws related to the hazardous materials and implementation of Mitigation Measures HAZ-2 and HAZ-3 would reduce potential impacts during project construction to less than significant levels.

OPERATIONS

Substantial risks associated with hazardous materials are not typically associated with the proposed mixed-use development that includes commercial, transit center, and residential uses. Minor cleaning products along with the occasional use of pesticides and herbicides for landscape maintenance of the project site are generally the extent of hazardous materials that would be routinely utilized on-site.

Although unlikely, Stantec acknowledged potential vapor intrusion into the subterranean parking garage and/or elevator shafts. As such, the project would be required to comply with Mitigation Measure HAZ-4. Mitigation Measure HAZ-4 would require any proposed elevator shaft(s) for the subterranean parking garage be sealed to prevent any potential vapor intrusion into the proposed structures that could then be delivered to the upper floors of the overlying buildings. Further, the proposed subterranean parking garage would be constructed in compliance with specific ventilation requirements pursuant to CCR Title 24 to dilute chemicals entering the subterranean garage from the subsurface. In the event that soil vapor impacts differ from those detected by the completed investigations outlined in Phase II ESA and Additional Phase II ESA, implementation of Mitigation Measure HAZ-4 and compliance with specific ventilation requirements for the proposed subterranean parking garage in accordance with CCR Title 24 would reduce potential risks from soil vapor impacts to less than significant levels.

Overall, compliance with all existing federal, State, and local laws related to hazardous materials and implementation of Mitigation Measure HAZ-4 would reduce potential impacts during project operation to less than significant levels.

Cortese Database

As discussed in Section 5.7.1, the project site is not currently nor was historically listed pursuant to Government Code Section 65962.5.[2] No impacts would occur in this regard.

Mitigation Measures:

HAZ-1 Prior to issuance of a grading permit, a qualified environmental professional with Phase II/Site Characterization experience shall conduct on-site sampling near the adjacent City-operated parking structure in order to confirm whether or not any off-site hazardous materials have migrated into on-site soil/soil gas at the project site, that which presents a concern to the public or the environment.

HAZ-2 Prior to issuance of a grading permit, a Soil Management Plan (SMP) shall be prepared by a qualified environmental professional with Phase II/Site Characterization experience. Any results and/or recommendations from Mitigation Measure HAZ-1 shall be

[2] California Environmental Protection Agency, *Cortese List Data Resources*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed March 3, 2023.

incorporated into the SMP. The SMP shall present procedures for the excavation and construction contractors to use in the event that unknown structures (i.e., underground storage tanks, sumps, etc.) or soil contamination are encountered during demolition, excavations, grading, or any other soil disturbance activities. The SMP shall provide guidance for the characterization, proper handling, and management of impacted or suspected impacted soil that may be encountered. The SMP shall also include a decision framework and specific risk management measures for characterization, proper handling, and management of impacted or suspected impacted soil, including any soil import/export activities, in a manner protective of human health and consistent with applicable regulatory requirements. The SMP shall be made available to the contractor and the City Engineer for use during grading activities.

HAZ-3 Prior to demolition of existing structures (including piping materials), the project Applicant shall retain a qualified specialists or contractors who have completed a current U.S. Environmental Protection Agency (EPA)-approved Building Inspector Course to conduct surveys of asbestos-containing materials (ACMs), lead-based paints (LBP), and polychlorinated biphenyls (PCBs) to be conducted by, and submitted to the County of San Diego, Department of Environmental Health and Quality, Hazardous Materials Division (HMD) for review and comment, and to the City Engineer for approval, prior to demolition of existing structures (including piping materials).

Specifically, if ACMs are located, abatement of asbestos would be required to be completed prior to any activities that would disturb ACMs or create an airborne asbestos hazard. Asbestos removal shall be performed by qualified specialists or contractors who have completed a current EPA-approved Building Inspector Course in accordance with the San Diego Air Pollution Control District (SDAPCD) Rule 1206. If more than 100 square feet of ACMs would be disturbed or demolition would occur, a notification shall be submitted to SDAPCD, and procedures for asbestos emission control and waste handling and disposal must be in compliance with SDAPCD Rule 1206.

If LBPs are found, abatement shall be completed by a qualified Lead Specialist prior to any activities that would create lead dust or a fume hazard. LBP removal and disposal shall be performed in accordance with California Code of Regulations (CCR) Title 8, Section 1532.1, which specifies exposure limits, specifies exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead.

Specialists or contractors performing ACM, LBP, and/or PCB removal shall provide evidence of abatement activities to the HMD and City Engineer. The project Applicant would be required to inform the City Engineer, via the monthly compliance report, of the date when all ACMs, LBPs, and/or PCBs are removed from the site, if applicable.

HAZ-4 Prior to issuance of building permits, the project Applicant shall provide verification documentation to the City Engineer, demonstrating that any proposed elevator shaft(s) for the subterranean parking garage are properly sealed to prevent any potential vapor intrusion into the proposed structures that could then be delivered to the upper floors of the overlying buildings.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

EVACUATION PLAN

HAZ-2 PROJECT IMPLEMENTATION COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH INTERFERENCE WITH AN ADOPTED EMERGENCY RESPONSE OR EVACUATION PLAN.

Impact Analysis: As discussed above, several relocation routes identified in the General Plan Public Safety Element Figure PS-11, *Relocation Routes & Refugee Centers*, are in proximity to the project site. These relocation routes include SR-76, located to the north of the site; I-5 and Coast Highway, located to the east, and Oceanside Boulevard, located to the south. Additionally, SR-76 and I-5 are identified as the primary transportation routes for an evacuation effort based on the City's EOP Annex Q Attachment 2, *Evacuation Route*.

The proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Project construction activities could result in short-term temporary impacts to local street traffic along Seagaze Drive, South Tremont Street, and Missouri Avenue. While temporary lane closures may be required, travel along surrounding roadways would remain open and would not interfere with emergency access in the site vicinity. Specifically, the project would not require temporary lane closures along I-5, Coast Highway, or SR-76, all of which are either designated as relocation routes in the General Plan or as primary transportation routes for evacuation efforts in the City's EOP. Additionally, as discussed under Impact Statement TRA-1, the project would be required to implement Mitigation Measure TRA-1 and prepare a Construction Management Plan (CMP). The CMP would require the construction contractor to coordinate with the Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures would not impact operations of adjacent uses or emergency access. Overall, construction-related impacts would be short term and temporary in nature; with implementation of the Mitigation Measure TRA-1, construction impacts in this regard would be reduced to less than significant levels.

The project proposed a mixed-use, transit-oriented development that would not affect the existing emergency service operations in the City. Emergency access to the site would be provided from a number of roadways; refer to Exhibit 3.8-1, *Fire Access and Circulation Plan*. Specifically, emergency accessways are proposed at the intersection of Tremont Street and Topeka Street and the intersection of Cleveland Street and Topeka Street in the center of the site; at the intersection of Tremont Street and Michigan Avenue in the southern portion of the site; and at the intersection of Cleveland Street and Missouri Avenue at the southern end of the site. Access roadways would be provided with a 50-foot outside and 30-foot inside turning radius and minimum vertical clearance of 13.5 feet. The grade for the roadways would not exceed 12 percent and would all be painted/striped as fire lanes. With adherence to mandatory emergency access requirements, impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.7.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts."

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT, OR BEING LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5.**

Impact Analysis: Cumulative projects could result in creating a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, or through the routine transport, use, or disposal of hazardous materials. However, as discussed above, compliance with existing laws and regulations established by the HMD, San Diego Regional Board, DTSC, DOT, Caltrans, and Cal/OSHA, among others, these cumulative impacts would be minimized. Further, implementation of the recommended Mitigation Measures HAZ-1 through HAZ-4 would ensure that implementation of the proposed project would not result in significant impacts involving hazards and hazardous materials. Additionally, the project is not listed pursuant to Government Code Section 65962.5. As such, the project would not result in a cumulatively considerable impact in this regard, and impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measures HAZ-1 through HAZ-4.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR ENVIRONMENT THROUGH INTERFERENCE WITH AN ADOPTED EMERGENCY RESPONSE OR EVACUATION PLAN.**

Impact Analysis: Cumulative projects that may interfere with an adopted emergency response or evacuation plan would be required to go through CEQA clearance to ensure that surrounding roadways would remain open and emergency access in the site vicinity would not be impacted. Further, compliance with the laws and regulations established by the HMD, San Diego Regional Board, DTSC, DOT, Caltrans, and Cal/OSHA, among others, would minimize these cumulative impacts. As discussed above, the proposed project would not result in significant impacts through interference with an adopted emergency response or evacuation plan, although temporary lane closure along Seagaze Drive, South Tremont Street, and Missouri Avenue may be required during project construction. While temporary lane closures may be required, travel along surrounding roadways would remain open and would not interfere with emergency access in the site vicinity. Specifically, the project would not require temporary lane closure along I-5, Coast Highway, or SR-76, all of which are either designated as relocation routes in the General Plan or as primary transportation routes for evacuation efforts in the City's EOP. Additionally, as discussed under Impact Statement TRA-1, the project would be required to implement Mitigation Measure TRA-1 and prepare a CMP. The CMP

would require the construction contractor to coordinate with the Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures would not impact operations of adjacent uses or emergency access. Additionally, project operations would not adversely affect existing emergency service operations in the City. Emergency access to the site would be provided from a number of roadways. Specifically, emergency accessways are proposed at the intersection of Tremont Street and Topeka Street and the intersection of Cleveland Street and Topeka Street in the center of the site; at the intersection of Tremont Street and Michigan Avenue in the southern portion of the site; and at the intersection of Cleveland Street and Missouri Avenue at the southern end of the site. With implementation of Mitigation Measure TRA-1 and adherence to mandatory emergency access requirements, project construction and operational impacts in this regard would be reduced to less than significant levels, and the project would not significantly contribute to a cumulatively considerable impact in this regard.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.7.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to hazards and hazardous materials have been identified.

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5.8 TRANSPORTATION

This section evaluates potential transportation-related impacts resulting from construction and operation of the proposed project. Mitigation measures are recommended, as indicated, to avoid or reduce project impacts on transportation. This section is primarily based on the *Oceanside Transit Center Specific Plan CEQA Transportation Analysis* (Transportation Analysis) prepared by Stantec Consulting Services Inc., dated March 26, 2024; refer to Appendix 11.8, *Transportation Analysis*.

5.8.1 EXISTING SETTING

EXISTING ROADWAY SYSTEM

The City utilizes roadway classifications by which streets and highways are categorized according to the type of function they are intended to provide. Classifications used by the City include Expressway, Prime Arterial, Major Arterial, Secondary Collector, Collector Street, and Local Street. The existing roadway network in the vicinity of the project site can generally be characterized as a small urban grid. Intersections are typically closely spaced with many two-lane roadways and some key four-lane roadways, as well as one-way roadways. For the purpose of this analysis, roadways such as Tremont Street and Coast Highway are referred to as oriented in the north-south direction, and roadways such as Mission Avenue and Seagaze Drive are referred to as oriented in the east-west direction. The following are descriptions of the principal network of roadways serving the project site.

- **Interstate 5 (I-5)** is a part of the interstate highway system that runs north-south through California, Oregon, and Washington, providing regional connectivity to the project site. I-5 has four mixed-flow travel lanes in each direction in the project vicinity, for a total of eight lanes. I-5 has interchanges at State Route 76 (SR-76)/San Luis Rey Mission Expressway, Mission Avenue, and Oceanside Boulevard, all of which can provide regional access to the project site.

- **Cleveland Street** is a north-south undivided two-lane street that bisects the project site. The roadway extends from north of Neptune Way and terminates as a public street at Seagaze Drive where it becomes a bus station within the project site. The public roadway resumes south of the on-site parking lot to just south of Oceanside Boulevard. It generally serves commercial and residential uses and is not classified in the General Plan Circulation Element, with the exception of a short segment between Misson Avenue and Seagaze Drive where it is classified as a Collector Street. North of the project site, the roadway is designated as a Class III bike route with shared-lane arrow (sharrow) markings, has on-street parking, and has continuous sidewalks on both sides of the street. South of the project site, the roadway has no designated bike facilities, has on-street parking, and sidewalks are present with various gaps in coverage on both sides of the street.

- **Seagaze Drive** is an east-west two-lane undivided street that runs along the north side of the project site. A short segment of Seagaze Drive is a Collector Street between Cleveland Street and Clementine Street. Elsewhere, Seagaze Drive is local street. It is a two-way street between the railroad tracks and Coast Highway, a one-way street with two eastbound lanes between Coast Highway and Clementine Street (with Mission Avenue providing one-way travel in the westbound direction one block north of Seagaze Drive), and a two-way street between

Clementine Street and Horne Street. It generally serves commercial uses and only the short segment discussed above (between Cleveland Street and Clementine Street) is classified in the General Plan Circulation Element. The roadway is marked with sharrows between Cleveland Street and Coast Highway, has an eastbound Class II bike lane between Coast Highway and Clementine Street, has on-street parking, and has continuous sidewalks on both sides of the street.

- **Tremont Street** is a north-south two-lane undivided local street that runs along the east side of the project site. The roadway extends from Neptune Way to Mission Avenue, and from Seagaze Drive to south of Oceanside Boulevard. Tremont Street generally serves residential uses and some commercial uses and is not classified in the General Plan Circulation Element. Tremont Street is designated as a Class III bike route from Topeka Street to Oceanside Boulevard, has on-street parking, and has continuous sidewalks on both sides of the street immediately adjacent to the project site.

- **Topeka Street** is an east-west two-lane undivided local street that intersects with Tremont Street. The roadway extends from the project site to Horne Street. Topeka Street has a staggered intersection at Coast Highway, continuing approximately 100 feet to the north going eastbound. It generally serves residential uses and is not classified in the General Plan Circulation Element. The roadway has no bike facilities, has on-street parking, and has continuous sidewalks on both sides of the street.

- **Michigan Avenue** is an east-west two-lane undivided local street that bisects the project site. The roadway extends from the existing on-site parking lot to Horne Street. It generally serves residential uses and is not classified in the General Plan Circulation Element. The roadway has no bike facilities, has on-street parking, and has continuous sidewalks on both sides of the street.

- **Missouri Avenue** is an east-west two-lane undivided local street that runs along the south side of the project site. The roadway extends from the existing on-site parking lot to Weitzel Street, where it continues east and terminates near the I-5. It generally serves residential uses and is not classified in the General Plan Circulation Element. The roadway has no bike facilities, has on-street parking, and has continuous sidewalks on both sides of the street up to the Brooke Street intersection.

EXISTING TRANSIT SERVICE

The project is located at the NCTD Oceanside Transit Center, which provides various types of transit services. NCTD provides over 10 million passenger trips per year primarily in North San Diego County. Services provided by NCTD include the BREEZE fixed-route bus, SPRINTER hybrid rail, COASTER commuter trains, FLEX deviated fixed-route bus, and LIFT ADA paratransit service. In addition, NCTD shares the use of its tracks with Amtrak, Metrolink, and Burlington Northern and Santa Fe Railroad (BNSF). The NCTD transit center (the proposed project site) provides access to rail, light rail, and bus transit. The transit center is generally accessed from Cleveland Street and Michigan Avenue on the east side of the railroad tracks and from the west side of the tracks via Myers Street parking lot. The existing bus transfer center is located in the northern end of the site along Cleveland Street.

The following describes the transit services available at the transit center:

- **BREEZE**: The BREEZE bus system travels throughout North San Diego County with 30 BREEZE routes, more than 1,600 bus stops, and nine transit centers. BREEZE bus routes 101, 302, 303, 313, and 318 currently stop at the Oceanside Transit Center. It is anticipated that these services will continue.
- **COASTER**: The COASTER commuter train runs north-south through San Diego County with eight stations between Oceanside and Downtown San Diego, and the length of route is approximately 41 miles. The COASTER service runs daily, and fares are purchased for the number of zones a passenger will be travelling in. Monday through Friday, the COASTER runs between 5:00 AM to 10:30 PM. On Fridays only, service is extended to 1:00 AM. On the weekends, service runs from 7:30 AM to 1:00 AM.
- **SPRINTER Hybrid Rail**: The SPRINTER Hybrid Rail spans 22 miles connecting the cities of Oceanside, Vista, San Marcos, and Escondido. The rail line runs east-west serving 15 stations along the SR-78 corridor. According to NCTD, the SPRINTER runs every 30 minutes in each direction Monday through Friday, from approximately 4:00 AM to 9:00 PM. On the weekends and holidays, the trains operate every 30 minutes from 10:00 AM to 6:00 PM and hourly before 10:00 AM and after 6:00 PM.
- **FLEX**: FLEX is a demand-response bus transit service that serves areas from Oceanside to Camp Pendleton and Escondido to Ramona. There are two different service models, deviated fixed-route and point-deviated fixed-route. FLEX has more than 150 bus stops and 2 transit centers. Currently, 392 FLEX stop and 395 FLEX depart from the Oceanside Transit Center, with services anticipated to continue.
- **LIFT**: LIFT is an ADA paratransit service that services any location in NCTD's service area that is within 0.75 mile of a fixed bus route or SPRINTER station. The service is provided to anyone certified eligible by ADA regulations.
- **Amtrak Pacific Surfliner**: The Amtrak Pacific Surfliner connects from downtown San Diego to San Luis Obispo, with additional services serving Los Angeles to downtown San Diego. The headways are sporadic through the day. The Amtrak Pacific Surfliner also connects to the Amtrak Thruway Bus Route 1, which spans from San Diego to Bakersfield.
- **Metrolink**: Metrolink is a commuter rail system connecting Los Angeles, Ventura, San Bernardino, Orange County, Riverside, and Oceanside. Passengers can access Metrolink at the Oceanside Transit Center. Two Metrolink railway lines are accessible from the transit center: the Inland Empire-Orange County Line and the Orange County Line.
- **Greyhound/FlixBus**: Greyhound/FlixBus is an intercity bus common carrier. At the transit center, passengers can travel direct from Oceanside to Los Angeles, San Diego, or Las Vegas.

EXISTING BICYCLE FACILITIES

In the General Plan and *City of Oceanside Bicycle Master Plan* (Bicycle Master Plan), bicycle facilities are grouped into the following four classes:

- **Class I Bike Paths** are hard-surface routes within an exclusive right-of-way physically separated from vehicular roadways and intended specifically for non-motorized use.
- **Class II Bike Lanes** are marked bicycle lanes within roadways, generally adjacent to the curb lane, and 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 motorized vehicles and are often designated with sharrows.
- **Class IV Separated Bikeway/Cycle Tracks** are separated bikeways for the exclusive use of bicycles and include a separation between the bikeway and the through vehicular traffic.

Existing bicycle facilities in the project area include Class I paths, Class II bike lanes, and Class III bike routes. North of the project site, Cleveland Street is designated as a Class III bike route from the project site to its northerly terminus. The Class III bike route on Seagaze Drive connects to the Class III bike route on Cleveland Street, and extends to Coast Highway, at which point bike facilities transition to Class II bike lanes up to Clementine Street. Tremont Street on the east side of the project site is designated as a Class III bike route from Topeka Street to Oceanside Boulevard.

A Class I Bike Path (part of the Coastal Rail Trail) runs parallel to the west side of the railway line, commencing at Tyson Street, west of the NCTD transit center, and providing a continuous trail from the transit station to Oceanside Boulevard. The San Luis Rey River Trail generally runs along the San Luis Rey River east to Santa Fe Avenue. It can be accessed from Neptune Way just west of Cleveland Street approximately 0.5 mile from the project site. The existing bicycle facilities near the project site are generally consistent with the Bicycle Master Plan. Bicycle lockers are also available at the project site.

EXISTING PEDESTRIAN FACILITIES

The NCTD transit center experiences high levels of pedestrian activity as it is one of the busiest transit centers in the San Diego region, according to San Diego Association of Governments (SANDAG), and it is also located on a mixed-use corridor in downtown Oceanside. There are continuous sidewalks present at the project site on Seagaze Drive, Cleveland Street, Tremont Street, Topeka Street, Michigan Avenue, and Missouri Avenue. On Seagaze Drive, there is currently a mix of standard style crosswalks, continental style crosswalks, and special paving used to denote crosswalks. There is also a network of on-site pedestrian paths to facilitate movement within the transit center. A subterranean pedestrian tunnel (underpass) under the railroad right-of-way accommodates pedestrian connectivity from the train platforms to Tyson Street to the south. The pedestrian tunnel also provides accessibility and connectivity to the Coastal Rail Trail without having to cross the railroad tracks at-grade.

5.8.2 REGULATORY SETTING

STATE LEVEL

Senate Bill 743

In September 2013, the Governor's Office of Planning and Research (OPR) signed Senate Bill (SB) 743 into law, establishing a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. SB 743 identifies vehicles miles traveled (VMT) as the most appropriate CEQA transportation metric and eliminates auto delay, or level of service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. In December 2018, the California Natural Resource Agency certified and adopted the CEQA statute (14 California Code of Regulations Section 15064.3). As of July 1, 2020, lead agencies are required to consider VMT as the metric for determining transportation impacts under CEQA. The guidance provided relative to VMT significance criteria is focused primarily on land use projects, such as residential, office, and retail uses. However, as noted in the updated *CEQA Guidelines* Section 15064.3, agencies are directed to choose metrics that are appropriate for their jurisdiction to evaluate the potential impacts of a project in terms of VMT.

Assembly Bill 1358: The California Complete Streets Act

The California Complete Streets Act (AB 1358) of 2008 was signed into law on September 30, 2008. Beginning January 1, 2011, AB 1358 requires circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must "meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the general plan." Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate, including walking, biking, car travel, and transit. AB 1358 also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. AB 1358 tasks the OPR to release guidelines for compliance, which are so far undeveloped.

Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act (SB 375) was signed into law on September 30, 2008. SB 375 provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal of SB 375 is to reduce automobile commuting trips and length of automobile trips, thus helping to meet the statewide targets for reducing greenhouse gas (GHG) emissions set by the California Global Warming Solutions Act of 2006 (Assembly Bill 32). SB 375 requires each metropolitan planning organization to add a broader vision for growth, called a "sustainable communities strategy" (SCS), to its transportation plan. The SCS must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to reduce GHGs. The SCS should integrate transportation, land use, and housing policies to plan for achievement of the regional emissions target.

REGIONAL LEVEL

San Diego Association of Governments San Diego Forward: The 2021 Regional Plan

SANDAG is the transportation planning, coordinating, and financing agency for San Diego County. Every four years, SANDAG prepares and updates the Regional Plan in collaboration with the 18 cities and County of San Diego, along with regional, State, and federal partners. The Regional Plan is a long-range blueprint to guide transportation investments and land-use decisions through 2050 while meeting the requirements of California's landmark SB 375 (2008), which calls on each of the State's 18 metropolitan areas to develop a SCS to accommodate future population growth and reduce GHG emissions from cars and light trucks. SANDAG's Regional Plan combines the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan and its Sustainable Communities Strategy (SCS). As such, the Regional Plan must comply with specific state and federal mandates, including an SCS, per SB 375, that achieves GHG emission reduction targets set by the California Air Resources Board; compliance with federal civil rights requirements (Title VI); and environmental justice considerations, air quality conformity, and a public participation process. The current Regional Plan is the *San Diego Forward: The 2021 Regional Plan* (2021 Regional Plan) adopted by the SANDAG Board of Directors on December 10, 2021.

The Regional Plan calls for better coordination between land use and transportation. SANDAG's Concept Map is a key tool used to implement the Regional Plan, as it identifies locations within the region that can support smart growth and transportation investments. Eight "smart growth opportunity areas" (SGOAs) are locations prime for compact, walkable, mixed-use development near transit. The SGOA encompasses a half-mile radius surrounding an existing transit station.

LOCAL LEVEL

City of Oceanside General Plan

The General Plan is the primary source of long-range planning and policy direction that will be used to guide growth and preserve the quality of life within the City of Oceanside. The current General Plan was updated in 2002. In 2019, the City Council adopted Phase 1 of a General Plan Update, which included updates to three elements: Economic Development Element, Energy and Climate Action Element, and Climate Action Plan. The City is currently undergoing Phase 2 updates for the remaining elements: Land Use, Circulation, Housing, Conservation and Open Space, Community Facilities, Safety and Noise elements. In early 2020, the City began Onward Oceanside, which is the simultaneous process of completing its General Plan Update, creating a Smart and Sustainable Corridors Plan, and developing a community plan for South Morro Hills.

Circulation Element and Master Transportation Roadway Plan

The General Plan Circulation Element was last updated in September 2012 and provides the goals, policies, principles, and standards for the transportation system in the city. The transportation system in the city includes all systems and modes consisting of roadways, pedestrian and bicycle facilities, public rail transit, public bus transit, and airport. The currently adopted Circulation Element provides goals and policies pertaining to transportation that emphasize the importance of a multimodal transportation system. Common themes of these goals and policies are to reduce dependencies on

automobiles, provide connectivity to regional transportation systems, maintain the City's character while also improving roadways that are safe and serve all users, create a safe and secure bikeable and walkable environment, and continue partnership with NCTD to encourage transit usage. It should be noted that the Circulation Element is currently in the process of being updated. At the time of this analysis, no date has been released for the updated General Plan Circulation Element. It is anticipated that the updated Circulation Element would include similar goals and policies as the currently adopted Circulation Element.

The City has adopted the *Master Transportation Roadway Plan* as part of its General Plan. The *Master Transportation Roadway Plan* focuses on maintaining and improving the City's roadways that compose the transportation network by providing service standards, objectives, and policies.

Public Safety Element

The Public Safety Element identifies and addresses those features or characteristics existing in or near the city that represent a potential hazard to the community's citizens, sites and structures, public facilities, and infrastructure. The Public Safety Element establishes policies to minimize the danger to residents, workers, and visitors while identifying actions needed to manage crisis situations such as earthquakes, fires, and floods.

Several relocation routes identified in the Public Safety Element Figure PS-11, *Relocation Routes & Refugee Centers*, are in proximity to the project site, including SR-76 to the north, I-5 and Coast Highway to the east, and Oceanside Boulevard to the south.

Coast Highway Vision and Strategic Plan (CHVSP)

The *Coast Highway Vision and Strategic Plan* (CHVSP), adopted by the City in 2009, encompasses the three-mile stretch of Coast Highway from Harbor Drive to the Buena Vista Lagoon. The intent of the CHVSP is to "create a transportation blueprint for the Coast Highway corridor providing travel options and parking solutions, as well as strategies to address cut-through traffic issues for the community." The vision study identifies land west of the railway tracks as surface parking and envisions the existing Oceanside Transit Center parking lot east of the railway tracks developed into infill mixed-use development. Future street extensions are also shown on the *Oceanside Transit Center Illustrative Plan* included in the CHVSP. For the project site, the CHVSP envisions a continuation of Cleveland Street bisecting the project site and a connection between Michigan Avenue and the new Cleveland Street alignment.

City of Oceanside Bicycle Master Plan

The Bicycle Master Plan was originally adopted in 2008 and updated in 2017 to include changes to the planned bicycle facilities in the vicinity of the project site. A Class I bike path extending north of the transit center to SR-76 was noted in the General Plan; however, such extension is no longer a planned facility per the current Bicycle Master Plan. There is a planned extension of the Coastal Rail Trail (Class I bike path) west of the project site, as well as a planned extension of the Inland Rail Trail south of the project site.

City of Oceanside Pedestrian Master Plan

The *City of Oceanside Pedestrian Master Plan* was created in 2009 to guide the implementation of pedestrian projects in the city. Different areas within the city are required to have different levels of pedestrian improvements. Pedestrian facilities are categorized into seven types: District Sidewalks, Corridor Sidewalks, Connector Sidewalks, Neighborhood Sidewalks, Ancillary Pedestrian Facilities, Paths, and Trails. The project site vicinity includes a mix of District Sidewalks, which are sidewalks along roads that support heavy pedestrian levels in mixed-use concentrated urban areas, and Connector Sidewalks, which are sidewalks along roads that support moderate-density business and shopping districts with moderate pedestrian levels.

Traffic Impact Analysis Guidelines for Vehicles Miles Traveled (VMT) and Level of Service Assessment

OPR's *Technical Advisory for Evaluating Transportation Impacts in CEQA* (OPR Technical Advisory), dated December 2018, provides recommendations on how local agencies can identify and address VMT impacts. The OPR Technical Advisory states that local agencies have the discretion to develop and adopt their own impact thresholds or rely on thresholds recommended by other agencies. In 2020, the City adopted their own specific VMT guidelines that are presented in the updated *Traffic Impact Analysis Guidelines for Vehicles Miles Traveled (VMT) and Level of Service Assessment* (Transportation Guidelines).

The Transportation Guidelines utilize the Institute of Transportation Engineers (ITE) *San Diego Regional Guidelines*, dated May 2019, to establish impact thresholds and methodology for VMT analysis. The Transportation Guidelines address the CEQA requirement for VMT analysis and include provisions for local traffic studies based on LOS separate from the CEQA process.

Per the Transportation Guidelines, the VMT methodology used for analysis includes all vehicle-based person trips grouped and summed to the home location of individuals on each trip. It includes home-based and non-home-based trips. The VMT for each home is then summed for all homes in a particular census tract and divided by the population of that census tract to arrive at resident VMT per capita. VMT per employee includes all vehicle-based person trips grouped and summed to the work location of individuals on the trip. This includes all trips, not just work-related trips. The VMT for each work location is then summed for all work locations in a particular census tract and divided by the number of employees of that census tract to arrive at VMT per employee.

City of Oceanside Emergency Operations Plan

The *City of Oceanside Emergency Operations Plan* (EOP), adopted on March 1, 2017, is the City's approach to emergency planning and ensures that the City is prepared to respond to all hazards, including natural disasters, man-made, and war-related emergencies. The EOP relies on the Standard Emergency Management System (SEMS) and National Incident Management System (NIMS) to respond to such emergencies. The Oceanside Fire Department is charged with developing and maintaining the EOP.

According to the EOP Annex Q Attachment 2, *Evacuation Route*, major interstates and highways within San Diego County are identified as the primary transportation routes for an evacuation effort. Among these, SR-76 (to the north) and I-5 (to the east), are located in close proximity to the project site.

5.8.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

VMT SCREENING AND SIGNIFICANCE THRESHOLDS

Prior to conducting a VMT analysis, a screening assessment is used to determine if a project would require a full VMT analysis. To be screened out means that a project does not need full VMT analysis under CEQA since it would result in a less than significant VMT impact (i.e., they support a VMT reduction). The Transportation Guidelines include a list of project types that are presumed to be considered VMT-reducing. These project types are either locally serving or are based on substantial evidence provided by the OPR Technical Advisory Committee that those project types support a VMT reduction.

Based on the Transportation Guidelines, a project would be screened out from additional VMT analysis and presumed to not result a significant VMT impact if the project meets at least one of the project types listed in the Transportation Guidelines Table 2, *Screened Out Projects*. These project types include:

- Projects located in a Transit Priority Areas (TPA) or SGOA as identified in the most recent SANDAG 2021 Regional Plan and consistent with the General Plan at the time of project application;
- Projects located in a low-VMT generating area identified on the most recent SANDAG SB 743 VMT Screening Map;
- Locally serving K-12 schools;
- Day care centers;
- Local parks;
- Locally serving retail uses less than 50,000 square feet, including: gas stations, banks, restaurants, grocery stores, and shopping centers;
- Community institutions (e.g., public libraries, fire stations, local government);
- Locally serving hotels (e.g., non-destination hotels, non-regionally serving);
- Student housing projects on or adjacent to college campuses;
- Local serving community colleges that are consistent with the assumptions noted in the most recent SANDAG Regional Transportation Plan/Sustainable Communities Strategy;
- Affordable housing projects;
- Assisted living facilities;
- Senior housing (as defined by the United States Department of Housing and Urban Development);
- Transit projects;

- Bike projects;
- Pedestrian projects;
- Safety improvement projects (e.g., Rectangular Rapid Flashing Beacons (RRFBs) and high visibility crosswalks at uncontrolled locations, pedestrian count down timers, additionally projects identified through the Highway Safety Improvement Program);
- Safe Routes to School;
- Projects generating less than 500 daily vehicle trips (if inconsistent with adopted General Plan); and
- Projects generating less than 1,000 daily vehicle trips (if consistent with adopted General Plan).

If additional VMT analysis is required, the VMT significance thresholds as outlined in the Transportation Guidelines would apply. The City's VMT thresholds are summarized in Table 5.8-1, *City of Oceanside VMT Thresholds of Significance*. According to the Transportation Guidelines, the metric and significance thresholds are dependent on project type/land use. The proposed project would redevelop the site into a mixed-use development with residential, retail, office, hotel, and transit improvements. As such, each land use would be evaluated separately, and different significance thresholds would apply.

Table 5.8-1
City of Oceanside VMT Thresholds of Significance

Project Type	Metric	Significance Threshold
Residential	Resident VMT / Capita	15 percent below regional average
Commercial	Employee VMT / Capita	15 percent below regional average
Industrial	Employee VMT / Capita	15 percent below regional average
Retail[1]	Net increase in the regional VMT	Net increase in the regional VMT
Mixed-Use	Evaluate each land use separately	Based on the proposed land use
Redevelopment[2]	Based on the proposed land use	Based on the proposed land use

Note:
1. Locally serving retail is presumed to decrease VMT; however, retail projects over 50,000 square feet are considered regionally serving.
2. A redevelopment project that reduces VMT is presumed to have a less than significant impact and is screened out. The removal of affordable housing will require VMT analysis.

Source: City of Oceanside, *Traffic Impact Analysis Guidelines for Vehicles Miles Traveled (VMT) and Level of Service Assessment*, 2020.

CEQA SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in Appendix 11.1, of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities (refer to Impact Statement TRA-1);

b) Conflict or be inconsistent with *CEQA Guidelines* section 15064.3, subdivision (b) (refer to Impact Statement TRA-2);

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (refer to Impact Statement TRA-3);

d) Result in inadequate emergency access (refer to Impact Statement TRA-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.8.4 IMPACTS AND MITIGATION MEASURES

PEDESTRIAN, BICYCLE, AND TRANSIT FACILITIES

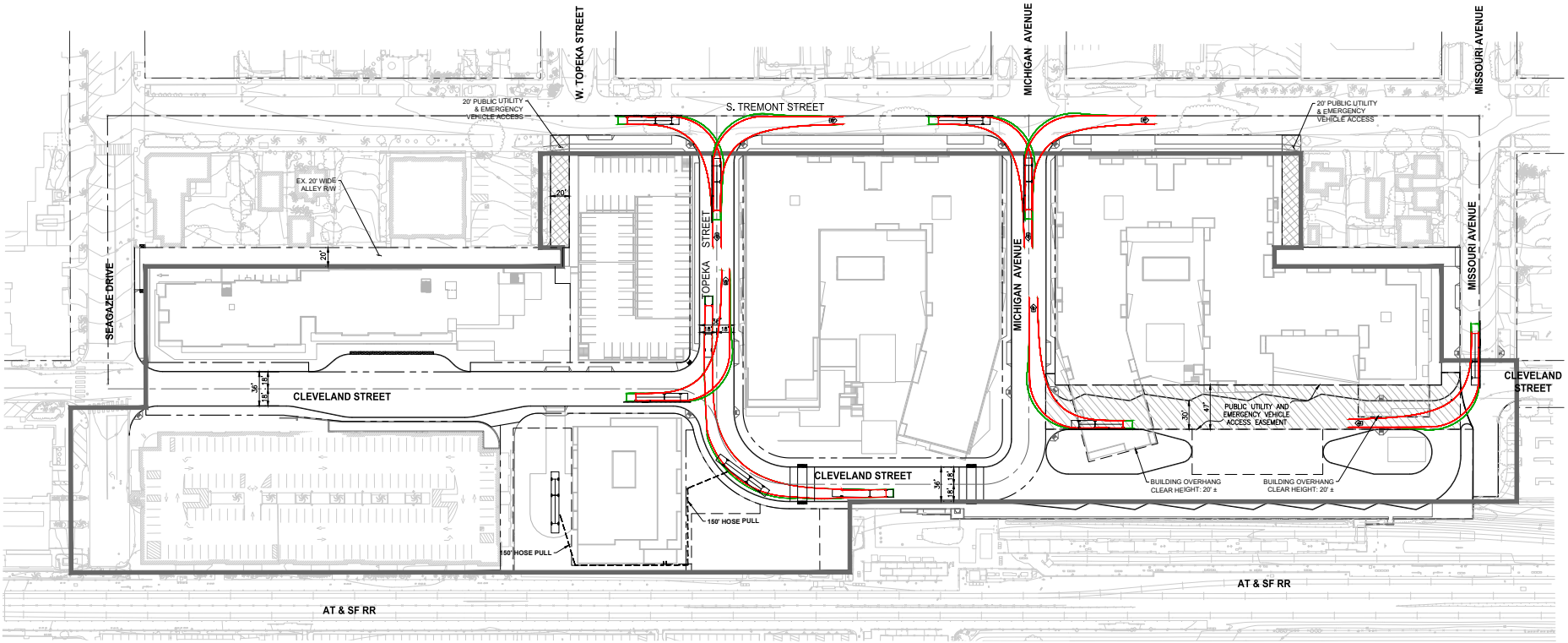
TRA-1 PROJECT IMPLEMENTATION COULD CONFLICT WITH A PROGRAM PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE AND PEDESTRIAN FACILITIES.

Impact Analysis: The proposed Specific Plan supports alternative modes of transportation and reduces the need for personal vehicle use by strengthening pedestrian and bicycle connectivity. Refer to Exhibit 3-8a, *Vehicular Circulation Framework Plan*, Exhibit 3-8b, *Bicycle Circulation Framework Plan*, and Exhibit 3-8c, *Pedestrian Circulation Framework Plan*. The project proposes to create a strong pedestrian connection from south to north through the site leading to the downtown core by reconfiguring South Cleveland Street, introducing active ground floor uses, and providing streetscape amenities. Enhanced crosswalks would be constructed along Cleveland Street through the project site, including the intersection of Cleveland Street and Seagaze Drive; along Tremont Street at the intersections of Topeka Street and Michigan Avenue; and at the intersection of Cleveland Street and Missouri Avenue. Various mobility hub improvements are proposed to accommodate transit users, pedestrians, and bicyclists, including enhanced transit waiting areas and passenger loading, pedestrian walkways and crossings, bikeways, bicycle parking and bike share facilities, dedicated transit ways, flexible curb space, and wayfinding signage. Specifically, the project proposes the following improvements on- and off-site:

- Transit Center
  - The project proposes a series of transit improvements intended to enhance the user experience and increase transit use, emphasizing improved intermodal connectivity. These improvements include a modern intermodal transportation center, safe and efficient bus circulation improvements, public restrooms, installation of commuter bus bays, and relocation of the bus transfer center at the southern end of the site along the extended South Cleveland Street. This new location would better facilitate the transfer between bus and rail service as the existing bus transfer station is located at the northern end of the site along Cleveland Street and access to the train platform is interfered by an existing off-site parking structure, the existing transportation center, and a surface parking lot. The proposed bus transfer center at the southern end of the site and bus circulation has been designed to efficiently transfer riders onto the train platforms, improving the connection

timing for rail commuters. Relocated bus transfer center improvements would include 12 commuter bus bays and layover space to accommodate approximately 6 additional buses. A new 1,033-square-foot Bus Operator Building, new 3,124-square-foot customer service center, and adjacent public restrooms would also be constructed. Station Plaza would also be connected to the proposed parking structure and platform areas via pedestrian pathways and designated bike routes.

- Roadway Facility
  - Roadways are reconfigured to better control and coordinate the complex vehicular movement patterns on-site and to minimize conflict between pedestrians and vehicles.
  - Cleveland Street within the project site would be reconfigured from its existing two-lane, one-way, bus-only configuration to a two-lane, two-way configuration, and would be shared by bus, automobiles, and bicycles.
  - Topeka Street would be reconfigured from its existing configuration (two-lane, one-way bus driveway) to a two-lane, two-way configuration, and shared by bus, micro transit modes, automobiles, and bicycles.
  - Michigan Avenue would remain a two-lane, two-way roadway and would be shared by bus, automobiles, and bicycles.
  - Missouri Avenue would provide direct access to the Block 4 residential apartment building parking garage (and would include a bus driveway from the relocated bus transfer center.
  - Emergency accessways are proposed at the intersection of Tremont Street and Topeka Street and the intersection of Cleveland Street and Topeka Street in the center of the site; at the intersection of Tremont Street and Michigan Avenue in the southern portion of the site; and at the intersection of Cleveland Street and Missouri Avenue at the southern end of the site; refer to Exhibit 3.8-1, *Fire Access and Circulation Plan*.
  - The intersection of Tremont Street and Topeka Street and the intersection of Cleveland Street and Missouri Avenue would be reconfigured with all-way stops.
- Pedestrian Facility
  - As discussed, a strong pedestrian connection from south to north through the site leading to the downtown core is proposed through the reconfiguration of South Cleveland Street, introduction of active ground floor uses, and the provision of streetscape amenities. Various mobility hub improvements would accommodate transit users, pedestrians, and bicyclists and would include enhanced transit waiting areas and passenger loading, 8- to 12-foot-wide pedestrian walkways and crossings, bikeways, bicycle parking and bike share, dedicated transit ways, flexible curb space, and wayfinding. An existing subterranean pedestrian tunnel under the railroad right-of-way currently accommodates pedestrian connectivity from the train platforms to Tyson Street to the south. The project would

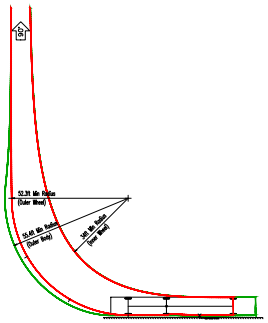


FIRE ACCESS NOTES

DESIGN VEHICLE

QUINTS F-21 Fire Truck

Overall Length	65.00 ft
Overall Width	8.16 ft
Overall Body Height	11.20 ft
Tractor Wheelbase	17.20 ft
Trailer Wheelbase	30.00 ft
Track Width	8.00 ft
Lock-to-lock time	5.00s
Max Wheel Angle	40.00°



90° TURNING TEMPLATE

LEGEND:

- BOUNDARY LINE
- CENTER LINE
- CURB AND GUTTER
- DRIVEWAY
- EXIST. CONTOUR
- PROP. CONTOUR
- EASEMENT LINE
- RETAINING WALL
- EXIST. SEWER
- EXIST. WATER
- EXIST. STORM DRAIN
- EXIST. GAS
- EXIST. OVERHEAD POWER
- PROP. SEWER
- PROP. WATER
- PROP. STORM DRAIN
- PROP. GAS
- EXIST. FIRE HYDRANT

Source: Stantec

Michael Baker INTERNATIONAL

NOT TO SCALE

05/2023 • JN 190739

OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

Fire Access and Circulation Plan

Exhibit 5.8-1

maintain this pedestrian passage. Refer to Exhibit 3-8c, *Pedestrian Circulation Framework Plan,* for a detailed layout of proposed pedestrian facility.

According to the Specific Plan, the project would introduce features such as enhanced crosswalks and consistent street tree planting where pedestrian activity is heaviest; and would provide suitable lighting and wayfinding signage to properly direct pedestrian and vehicular flows. Enhanced crosswalks would be constructed along Cleveland Street through the project site, including the intersection of Cleveland Street and Seagaze Drive; along Tremont Street at the intersections of Topeka Street and Michigan Avenue; and at the intersection of Cleveland Street and Missouri Avenue. The project proposes sidewalks with sufficient width to accommodate clear pedestrian passage while allowing ample room for street trees, streetscape amenities, and commercial activity such as sidewalk dining as appropriate.

- Bicycle Facility
  - Cleveland Street between Seagaze Drive and Topeka Street, and Topeka Street between Cleveland Street and Tremont Street, would be converted into two-lane public streets with traffic calming elements (e.g., special paving within vehicular travel lane that slows traffic), which is appropriate for use as a Class III bike route, as are the new segments of Topeka Street and Michigan Avenue on-site. Various mobility hub improvements would accommodate bicyclists, including bikeways, bicycle parking and bike share, dedicated transit ways, flexible curb space, and wayfinding. Refer to Exhibit 3-8b, *Bicycle Circulation Framework Plan*, for a detailed layout of proposed bicycle facility.

The following provides a project consistency analysis with applicable plans that address pedestrian, bicycle, and transit facilities.

CITY OF OCEANSIDE GENERAL PLAN CIRCULATION ELEMENT

The General Plan Circulation Element includes goals and policies that aim to improve traffic congestion and mass transit services in the City. The project does not propose any changes to the Circulation Element roadways and would not conflict with any current goals and policies. Per the General Plan, an LOS analysis is being prepared for the project and is documented separately from the Transportation Analysis. Project consistency with applicable General Plan Circulation Element goals and policies is evaluated in Table 5.1-1, *General Plan Consistency Analysis*, in Section 5.1, *Land Use and Relevant Planning*.

CITY OF OCEANSIDE BICYCLE MASTER PLAN

The existing bicycle facilities around the project site are consistent with the designations shown in the Bicycle Master Plan with the exception of a Class III bike route shown within the project site along Cleveland Street between Seagaze Drive and Topeka Street, and along Topeka Street between Seagaze Drive between Cleveland Street and Tremont Street. Instead, a Class III bike route is currently provided via Seagaze Drive to Tremont Street. With implementation of the project, Cleveland Street between Seagaze Drive and Topeka Street, and Topeka Street between Cleveland Street and Tremont Street, would be converted into two-lane public streets with traffic calming elements (e.g., special paving within vehicular travel lane that slows traffic), which is appropriate for use as a Class III bike

route. As such, the project would implement planned bicycle facility improvements consistent with the Bicycle Master Plan.

The project would facilitate bicycle circulation by providing low-speed streets with traffic calming elements and would not conflict with the Bicycle Master Plan. The project would also construct a robust pedestrian network to facilitate pedestrian movement in and around the project site and would not conflict with any plans or programs related to the City's pedestrian facilities.

SANDAG 2021 REGIONAL PLAN

The SGOAs were identified through a regional comprehensive plan development process, where feedback from members of each jurisdiction and the public was solicited and included in the Smart Growth Concept Map. According to SANDAG, the Smart Growth Concept Map is a key tool used to implement the 2021 Regional Plan, as it identifies locations within the SANDAG region that can support smart growth and transportation investments. Eight SGOAs are identified as locations prime for compact, walkable, mixed-use development near transit and encompass a 0.5-mile radius surrounding an existing transit station.

As show on Figure 3, *SANDAG Smart Growth Opportunity Areas*, of the Transportation Analysis, the project site is located in one of SANDAG's eight SGOAs. Subsequently, it could be inferred that the proposed mixed-use transit-oriented development is consistent with the 2021 Regional Plan.

CONCLUSION

Overall, the Specific Plan would guide the implementation of a mixed-use transit-oriented development at the project site, located at the existing Oceanside Transit Center. The Specific Plan would incorporate features to encourage transit use, such as a mix of uses, high-quality pedestrian and bicycle access, street realignment, and a series of transit facility improvements. The Specific Plan would serve both planning and regulatory functions including circulation patterns and development standards. All future development within the Specific Plan would be subject to compliance with the Specific Plan regulations, as well as other applicable Municipal Code regulations. The proposed project would not conflict with adopted policies, plans, or programs related to transit, bicycle, or pedestrian facilities. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

VEHICLE MILES TRAVELED

TRA-2 PROJECT IMPLEMENTATION COULD CONFLICT WITH OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B).

Impact Analysis: The project consists of a mix of residential, commercial (i.e., retail, office, hotel), and transit improvements. According to the Transportation Analysis, the proposed mixed-use project meets five of the project types listed in Table 2 of the Transportation Guidelines. As such, the project would be screened out from additional VMT analysis, and less than significant VMT impacts would occur. Specifically, the project would meet the following five project types as listed in the Transportation Guidelines:

1. Projects located in a TPA or SGOA as identified in the SANDAG 2021 Regional Plan and consistent with the General Plan at the time of project application;
2. Projects located in a low-VMT generating area identified on the most recent SANDAG SB 743 VMT Screening Map;
3. Locally serving retail uses less than 50,000 square feet, including: gas stations, banks, restaurants, grocery stores, and shopping centers;
4. Locally serving hotels (e.g., non-destination hotels, non-regionally serving); and
5. Transit projects.

PROJECT TYPE 1 – LOCATED IN A TPA OR SGOA

The SGOAs were identified through a regional comprehensive plan development process, where feedback from members of each jurisdiction and the public was solicited and included in the Smart Growth Concept Map. According to SANDAG, the Smart Growth Concept Map is a key tool used to implement the 2021 Regional Plan, as it identifies locations within the SANDAG region that can support smart growth and transportation investments. Eight SGOAs are identified as locations prime for compact, walkable, mixed-use development near transit and encompass a 0.5-mile radius surrounding an existing transit station.

Figure 3, *SANDAG Smart Growth Opportunity Areas*, of the Transportation Analysis illustrates the Smart Growth Concept Map and the project site. The project is located in SGOA OC-2 (South Coast Highway Sprinter Station), as well as in portions of SGOA OC-1 (Town Center). As such, the project would meet the intent of the screening criteria and is presumed to result in a less than significant VMT impact in this regard.

It should also be acknowledged that the General Plan is in the process of being updated as part of Onward Oceanside that began in early 2020. Nonetheless, the updated Circulation Element is anticipated to include similar goals and policies as the currently adopted Circulation Element. Additionally, the proposed mixed-use transit-oriented development would be in line with the City's goals and visions of Onward Oceanside.[1] Specifically, the project would be considered a neighborhood that "transition(s) seamlessly from low-density residential areas to higher-intensity mixed-use corridors, improving multimodal connectivity while preserving each neighborhood's unique character and significant historical and cultural resources. An enhanced network of bike and pedestrian trails, centered along the coastline, the San Luis River, and other waterways, will connect destinations, provide recreational opportunities, and improve traffic safety throughout the City. This 'smart growth' approach will promote walkability, transit use, neighborhood access to everyday services and amenities, and urban design elements that promote a sense of place, social interaction, and natural surveillance of the public realm."

[1] City of Oceanside, *Community Vision, Organizing Themes, And Guiding Principles*, December 2021, revised February 2022.

PROJECT TYPE 2 – LOCATED IN A LOW-VMT GENERATING AREA

Figure 4, *SANDAG San Diego Regional SB 743 VMT Map - Residents*, and Figure 5, *SANDAG San Diego Regional SB 743 VMT Map - Employment*, of the Transportation Analysis illustrate the most recent SANDAG SB 743 VMT screening maps in the context of the project site. As shown, the project is located in Census Tracts 182 and 184. For the residential component of the project, both census tracts demonstrate VMT per capita that are less than 85 percent of the regional mean under existing (2016) baseline conditions. The map shows Census Tract 182 has an average VMT per resident of 13.5 (71.4 percent of the regional mean) and Census Tract 184 has an average VMT per resident of 14.2 (74.8 percent of the regional mean). The regional mean is 18.9 VMT per resident. Since both census tracts have VMT per resident less than 15 percent below the regional mean (16.1 VMT per resident), the project would similarly have a VMT rate that is below 15 percent of the regional mean for residential uses.

For the employment portion of the project, both census tracts demonstrate VMT per employee that are less than 85 percent of the regional mean under existing (2016) baseline conditions. The map shows Census Tract 182 has a VMT per employee of 15.0 (79.3 percent of the regional mean) and Census Tract 184 has a VMT per employee of 14.4 (76.0 percent of the regional mean). The regional mean is 18.9 VMT per employee. Since both census tracts have VMT per employee less than 15 percent below the regional mean (16.1 VMT per employee), the project would similarly have a VMT rate that is below 15 percent of the regional mean for employment uses.

Overall, the project is located in a low-VMT generating area for residential and employment uses and thus, meets the intent of the screening criteria and is presumed to result in a less than significant VMT impact in this regard.

PROJECT TYPE 3 – LOCALLY SERVING RETAIL USES

The retail component of the project would be comprised of locally serving retail uses that are less than 50,000 square feet. Specifically, the project proposes commercial/retail and food and beverage services totaling 29,196 square feet and would allow for uses such as an art studio, bar and cocktail lounge, brewery/winery, convenience market, restaurants, health club and spa, and commercial recreation and entertainment; refer to Section 3.4, *Project Characteristics*. The proposed retail component is intended to serve the residents, commuters, and the project's hotel visitors and would consist of small retail, services, food, and beverage. Therefore, the retail component of the project would meet the intent of the City's screening criteria and is presumed to result in a less than significant VMT impact in this regard.

PROJECT TYPE 4 – LOCALLY SERVING HOTELS

The project would construct a 160,656-square-foot, 170-room boutique hotel that would incorporate amenity decks, including a pool deck, as well as private balconies with ocean views for west-facing guestrooms. The proposed boutique hotel is not considered a destination or regionally serving hotel. A boutique hotel is typically smaller in size and has fewer on-site amenities compared to a regionally serving or destination resort hotel (i.e., would not have multiple pools, indoor/outdoor activities, golf course, multiple large banquet halls, etc.). Therefore, the hotel component of the project would meet the intent of the City's screening criteria and is presumed to result in a less than significant VMT impact.

PROJECT TYPE 5 – TRANSIT PROJECTS

As detailed in Section 3.4, the transit component of the project would incorporate a series of transit improvements intended to enhance the user experience and increase transit use, emphasizing improved intermodal connectivity. These improvements include a modern intermodal transportation center, safe and efficient bus circulation, installation of commuter bus bays, and relocation of the bus transfer center at the southern end of the site along the extended Cleveland Street. This new location would reduce the transfer time and shorten the distance between bus and rail service as the existing bus transfer station is located at the northern end of the site along Cleveland Street and is set apart from the rail platforms by an existing off-site parking structure, the existing transportation center, and a surface parking lot. The proposed bus transfer center at the southern end of the site and bus circulation has been designed to efficiently transfer riders onto the commuter train platforms, improving the connection timing for rail commuters. Additionally, the project supports near- and long-term implementation of various mobility hub features as identified by SANDAG's Regional Mobility Hub strategy, such as enhanced transit waiting areas, bike parking and bike share facilities, on-demand rideshare, and wayfinding signage. Therefore, the transit component of the project would meet the intent of the City's screening criteria and is presumed to result in a less than significant VMT impact in this regard.

CONCLUSION

In conclusion, the proposed project and its mixed-use components are consistent with multiple VMT screening criteria and therefore, would not conflict or be inconsistent with *CEQA Guidelines* section 15064.3, subdivision (b). Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

GEOMETRIC DESIGN FEATURES

TRA-3 PROJECT IMPLEMENTATION COULD INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT).

Impact Analysis: The proposed project would allow for the development of a mixed-use transit-oriented community. These uses are typical of an urban area, such as the City, and do not represent an incompatible use. The following presents detailed descriptions and analysis on project geometric design features, including vehicular, bus, bicycle, and pedestrian access and circulation:

VEHICULAR ACCESS

Vehicular access to the project site would be provided via Seagaze Drive, Cleveland Street, Tremont Street, Topeka Street, Michigan Avenue, and Missouri Avenue.

Cleveland Street would be reconfigured from its existing two-lane one-way configuration to a two-lane two-way configuration. Cleveland Street would be shared by bus, micro transit modes, automobiles, and bicycles. Topeka Street would be reconfigured from its existing configuration (two-lane one-way bus driveway) to a two-lane two-way configuration, and shared by bus, micro transit modes, automobiles, and bicycles. Michigan Avenue would remain a two-lane two-way roadway and

would be shared by bus, automobiles, and bicycles. Missouri Avenue would be improved with proposed driveways to provide direct access to the Residential Building 2 and relocated bus transfer center. The following describes proposed vehicular access to the various components of the project:

- **Vehicular Access to Transit Center and Amenities (Transit Services, Retail, and Dining)**: Commuters and visitors accessing the transit services, retail, and dining, would park at the existing City-owned parking structure or the project's parking structure at the northeast corner of Cleveland Street and Topeka Street, with entrances on Cleveland Street and on Tremont Street. There would also be curb space on Cleveland Street where transit users can load and unload from their vehicles.

- **Vehicular Access to Residential Buildings**: The project would construct two residential buildings with parking structures. The first building is located between Topeka Street and Michigan Avenue. The second building is located between Michigan Avenue and Missouri Avenue. Residents parking in the northerly building would access the parking garage driveways on Topeka Street and on Michigan Avenue. Residents accessing the southerly building would access the parking garage driveways on Michigan Avenue and on Missouri Avenue.

- **Vehicular Access to NCTD Office**: The NCTD office would be located on the west side of the project. Employees and visitors to the NCTD office would park in the structure on the northeast corner of Cleveland Street and Topeka Street, directly across from the office building. The parking structure driveways are located on Cleveland Street and on Tremont Street.

- **Vehicular Access to Hotel**: The hotel would be located on the northern portion of the project site. Vehicles would access the hotel via a driveway on Seagaze Drive. There would also be flexible curb space on Cleveland Street where guests can load and unload.

Further, the intersection of Tremont Street and Topeka Street and the intersection of Cleveland Street and Missouri Avenue would be reconfigured with all-way stops. Refer to Exhibit 3-8a for a detailed layout of vehicular circulation proposed under the Specific Plan.

BUS CIRCULATION

As discussed in Section 5.8.1, *Existing Setting*, the existing bus transfer center is located in the northern end of the site along Cleveland Street, where the majority of on-site traffic currently occurs from Seagaze Drive. The relocated bus transfer center would be at the southern end of the site. This new location would better facilitate the transfer between bus and rail service. The proposed bus transfer center and bus circulation has been designed to efficiently transfer riders onto the commuter train platforms, improving the connection timing for rail commuters.

BICYCLE CIRCULATION

Bikeways are proposed throughout the site along all internal roads. Bicycles could access the project site from Seagaze Drive, which connects to Cleveland Street; bicycles could also access via Tremont Street, which connects to Topeka Street and Michigan Avenue; and from Missouri Avenue, which provides access to the Block 4 residential building and the transit center. Bicycle circulation is also proposed along the off-site public surface parking lots across the train track, accessible from the project site via the subterranean pedestrian tunnel under the railroad right-of-way. Bicycle parking is proposed throughout the project site, primarily in front of on-site structures and near the train

platform. The project would also provide a bicycle share station as well as an electric bike and scooter share station behind the proposed NCTD office; refer to Exhibit 3-8b for a detailed layout of bicycle circulation as well as bicycle parking, electric bicycle, scooter, and bicycle sharing locations proposed under the Specific Plan.

PEDESTRIAN CIRCULATION

Pedestrians would be able to access the site from Seagaze Drive, Tremont Street, Michigan Avenue, and Missouri Avenue and utilize a robust on-site pedestrian network. Specifically, enhanced crosswalks would be constructed along Cleveland Street through the project site, including the intersection of Cleveland Street and Seagaze Drive; along Tremont Street at the intersections of Topeka Street and Michigan Avenue; and at the intersection of Cleveland Street and Missouri Avenue. In addition, the transit center is accessible from west of the railroad tracks at the Myers Street and Tyson Street intersection. The project would provide crosswalks along the project's access points and on-site intersections. A mid-block raised crosswalk would also be provided on Cleveland Street near the Station Plaza where heavy pedestrian traffic is anticipated. All-way stops are also proposed for the intersection of Tremont Street and Topeka Street and the intersection of Cleveland Street and Missouri Avenue that would minimize potential conflict between pedestrian and vehicular traffic. Refer to Exhibit 3-8c for a detailed layout of pedestrian circulation and crosswalks proposed under the Specific Plan.

CONCLUSION

As detailed above, the project accounts for the circulation and accessibility for all modes of travel and all users to each of the project's components. All site improvements that intersect with the public right-of-way would be constructed in accordance with the City's design standards. Therefore, project operation would not increase hazards due to geometric design features or incompatible uses. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

EMERGENCY ACCESS

TRA-4 PROJECT IMPLEMENTATION WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS.

Impact Analysis:

CONSTRUCTION

Construction activities associated with the project would generate traffic as a result of construction equipment being transported to and from the site, vehicular traffic from construction workers, export of construction debris, and delivery of materials to the site. Staging areas for construction equipment and materials storage would be established on-site. Proposed improvements also include various

roadway improvements. Construction activities would not interfere with or impede transit operations, which will maintain full operational capacity throughout the duration of construction.

Construction-related trips associated with trucks and employees commuting to and from the site in the morning and afternoon may result in some minor temporary and short-term impacts to local street traffic along Seagaze Drive, South Tremont Street, and Missouri Avenue. While temporary lane closures may be required, travel along surrounding roadways would remain open and would not interfere with emergency access in the site vicinity. As analyzed in Section 5.9, *Air Quality*, CalEEMod modeling conducted for the proposed project estimates the highest daily traffic expected during project construction would be approximately 810 hauling trips per day during the grading phase, for approximately 44 days. Further, highest daily traffic expected during the building construction phase (approximately 561 days) would be approximately 807 trips for workers commuting to the project site.

Given the amount of traffic anticipated during project construction, the project would be required to implement Mitigation Measure TRA-1, which would require the preparation and implementation of a Construction Management Plan (CMP). The CMP would require the construction contractor to coordinate with the Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures would not impact operations of adjacent uses or emergency access. It should be acknowledged that the project would not require any temporary lane closures along I-5, Coast Highway, or SR-76. Overall, construction-related impacts would be short term and temporary in nature; with implementation of Mitigation Measure TRA-1, construction impacts in this regard would be reduced to less than significant levels.

OPERATIONS

Several relocation routes identified in the General Plan Public Safety Element Figure PS-11, *Relocation Routes & Refugee Centers*, are in proximity to the project site. These relocation routes include SR-76 located to the north; I-5 and Coast Highway located to the east, and Oceanside Boulevard located to the south. Additionally, SR-76 and I-5 are identified as the primary transportation routes for an evacuation effort based on the EOP Annex Q Attachment 2, *Evacuation Route*.

As discussed under Impact Statement HAZ-2, the project proposed a mixed-use transit-oriented development that would not affect the existing emergency service operations in the city. Emergency access to the site would be provided from a number of roadways; refer to Exhibit 3.8-1. Specifically, emergency vehicle accessways are proposed at the intersection of Tremont Street and Topeka Street and on Tremont Street midway between Michigan Avenue and Missouri Avenue. Roadways on-site have been designed to accommodate City fire trucks, including the intersection of Cleveland Street and Topeka Street in the center of the site; at the intersection of Tremont Street and Michigan Avenue in the southern portion of the site; and at the intersection of Cleveland Street and Missouri Avenue at the southern end of the site. Access roadways would be provided with a 50-foot outside and 30-foot inside turning radius and minimum vertical clearance of 13.5 feet. The grade for the roadways would not exceed 12 percent and would all be painted/striped as fire lanes. On-site streets and driveways would be designed per City requirements and reviewed by the Oceanside Fire Department. All future development within the Specific Plan area would be subject to compliance with the existing regulations specified in the California Fire Code, California Building Code, International Fire Code, the Municipal Code, and other applicable life and safety requirements. Final site plans for the project would be subject to review by the Oceanside Fire Department, prior to project development, and subject to approval by the City Traffic Engineer and City Engineer to ensure that the project site maintains

adequate emergency access during project operation. Therefore, project operation would not result in inadequate emergency access, and impacts would be less than significant in this regard.

Mitigation Measures:

TRA-1 Prior to issuance of any grading and/or demolition permits, whichever occurs first, the construction contractor shall prepare a Construction Management Plan (CMP) to be submitted for review and approval by the City Director of Public Works. The requirement for a CMP shall be incorporated into the project specifications and subject to verification by the City Director of Public Works prior to final plan approval. The CMP shall include, at a minimum, the following measures, which shall be implemented during all construction activities:

- Meet the standards established in the current *California Manual on Uniform Traffic Control Devices* (MUTCD) as well as all applicable City requirements pertaining to off-site work, including sidewalk construction, building façade, underground utilities, and any work that would require temporary lane closures. The plan shall also detail plans for traffic signs, traffic cone arrangements, and flaggers to assist with pedestrian and traffic.

- Identify traffic control for any street closure, detour, or other disruption to traffic circulation, including the necessary traffic controls to allow for construction-related traffic to efficiently enter and exit the site and maintain emergency access to the site and surrounding area.

- Should project construction activities require temporary vehicle lane and/or sidewalk closures, the construction contractor shall coordinate with the City Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures do not impact operations of adjacent uses or emergency access.

- Identify the routes that construction vehicles must utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project. Require all construction vehicles to carry the required hauling permits and use the most direct route per approval by the City Director of Public Works.

- Require the construction contractor to keep all haul routes clean and free of debris including, but not limited to, gravel and dirt, as a result of its operations. The construction contractor shall clean adjacent streets, as directed by the City Director of Public Works, of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.7.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts."

- **FUTURE DEVELOPMENT, COMBINED WITH OTHER RELATED PROJECTS, COULD CONFLICT WITH A PROGRAM PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE AND PEDESTRIAN FACILITIES, AND RESULT IN CUMULATIVE IMPACTS.**

Impact Analysis: As cumulative projects are developed in the area, overall demands on the transportation system would increase. Cumulative development would be required to be reviewed by the City, NCTD, SANDAG, and Caltrans, as applicable. As such, each agency would ensure that future development, on a project-by-project basis, would comply with State and local municipal code requirements. In addition, projects within the city would be required to comply with the Municipal Code.

Overall, the proposed project would not conflict with adopted policies, plans, or programs related to transit, bicycle, or pedestrian facilities. Impacts would be less than significant in this regard. The project supports a multi-modal transportation network and would provide and encourage alternative modes of transportation through the provision of various pedestrian, bicyclist, and transit opportunities. As such, the proposed project would not contribute to a significant cumulative impact in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **FUTURE DEVELOPMENT, COMBINED WITH OTHER RELATED PROJECTS, COULD CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B).**

Impact Analysis: Cumulative projects have the potential to increase the City's average VMT per capita/employee and total VMT. Each cumulative project would be evaluated on a project-level basis to determine the project's generated VMT in order to compare to the City's average and total VMT. Additionally, each cumulative project would be required to comply with project-specific mitigation measures, as needed, on a project-by-project basis.

As discussed in the Transportation Analysis, OPR states that a project's cumulative impacts are based on a determination of whether the "incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." When using an absolute VMT metric, i.e., total VMT, analyzing the combined impacts for a cumulative impact analysis may be appropriate. A project that falls below the threshold that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact. Accordingly, a less than significant project impact would imply a less than significant cumulative impact, and vice versa. As stated in Impact Statement TRA-2, the proposed project would result in less than significant VMT impacts. Therefore, the project would not contribute

to a significant cumulatively considerable impact, and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **FUTURE DEVELOPMENT, COMBINED WITH OTHER RELATED PROJECTS, COULD SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT), AND RESULT IN CUMULATIVE IMPACTS.**

Impact Analysis: Cumulative projects could result in an increase in hazards due to a geometric design feature or incompatible use. However, cumulative projects would be evaluated on a case-by-case basis through the development review process of the City. The development review would ensure that safe access and circulation to and within the development area is provided. Additionally, access to project sites would be required to comply with all applicable Municipal Code and City design standards and would be reviewed by the Oceanside Fire Department, and subject to approval by the City Engineer to ensure that inadequate design features or incompatible uses do not occur.

The proposed project would involve the development of a mixed-use transit-oriented community. These uses are typical of an urban area, such as the City of Oceanside, and do not represent an incompatible use. As detailed under Impact Statement TRA-3, the project accounts for the circulation and accessibility for all modes of travel and all users to each of the project's components. All site improvements that intersect with the public right-of-way would be constructed in accordance with the City's design standards. As such, the proposed project would not significantly contribute to a cumulative impact involving inadequate design features or incompatible uses. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **FUTURE DEVELOPMENT, COMBINED WITH OTHER RELATED PROJECTS, COULD RESULT IN INADEQUATE EMERGENCY ACCESS.**

Impact Analysis: Cumulative projects could result in inadequate emergency access in the area. However, future projects would be required to comply with the City's development review process on a case-by-case basis, including review for compliance with the Municipal Code pertaining to maintaining/providing emergency access. New developments would also be required to comply with all applicable fire and building codes and ordinances for construction and access to the site during both construction and operational phases. Individual projects would be reviewed by the City Engineer and Oceanside Fire Department to determine the specific fire requirements applicable to the specific development and to ensure compliance with these requirements. This would ensure that new developments would provide adequate emergency access to and from each site. Further, the City and Oceanside Fire Department would review any modifications to existing roadways to ensure that adequate emergency access or emergency response would be maintained. Emergency response and evacuation procedures would be coordinated through the City with the Oceanside Fire Department and Caltrans, as needed.

As discussed under Impact Statement TRA-4, the project would be required to implement Mitigation Measure TRA-1, which would require the preparation and implementation of a CMP. The CMP would require the construction contractor to coordinate with the City Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures would not impact operations of adjacent uses or emergency access. It should be acknowledged that the project would not require temporary lane closure along I-5, Coast Highway, and SR-76. Overall, construction-related impacts would be short term and temporary in nature; with implementation of the Mitigation Measure TRA-1, construction impacts in this regard would be reduced to less than significant levels.

As discussed under Impact Statement TRA-4, the project proposed a mixed-use transit-oriented development that would not affect the existing emergency service operations in the city. Emergency access to the site would be provided from a number of roadways. Specifically, emergency vehicle accessways are proposed at the intersection of Tremont Street and Topeka Street and the intersection of Cleveland Street and Topeka Street in the center of the site; at the intersection of Tremont Street and Michigan Avenue in the southern portion of the site; and at the intersection of Cleveland Street and Missouri Avenue at the southern end of the site. Roadways on-site have been designed to accommodate City fire trucks, including Topeka Street and the intersection of Cleveland Street and Topeka Street in the center of the site; at the intersection of Tremont Street and Michigan Avenue in the southern portion of the site; and at the intersection of Cleveland Street and Missouri Avenue at the southern end of the site. Access roadways would be provided with a 50-foot outside and 60-foot inside turning radius. On-site streets and driveways would be designed per City requirements and reviewed by the Oceanside Fire Department. All future development within the Specific Plan area would be subject to compliance with the existing regulations specified in the California Fire Code, California Building Code, International Fire Code, the Municipal Code, and other applicable life and safety requirements. Final site plans for the project would be subject to review by the Oceanside Fire Department, prior to project development, and subject to approval by the City Traffic Engineer and City Engineer to ensure that the project site maintains adequate emergency access during project operation.

Therefore, through compliance with State, regional, and local standards and regulations, the project would not significantly contribute to a cumulatively considerable impact regarding emergency access. As such, with implementation of Mitigation Measure TRA-1, impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

5.7.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to transportation have been identified.

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5.9 AIR QUALITY

This section addresses the potential air emissions generated by the construction and operation of the project and impacts on air quality. The analysis also addresses the consistency of the project with the air quality policies set forth within the San Diego County Air Pollution Control District (SDAPCD). The analysis of project-generated air emissions focuses on whether the project would cause an exceedance of an ambient air quality standard or SDAPCD significance thresholds. Air quality technical data is included in Appendix 11.9, *Air Quality/Greenhouse Gas Emissions/Energy Data*.

5.9.1 EXISTING SETTING

SAN DIEGO AIR BASIN

Geography

The project is located within the San Diego Air Basin (SDAB), a 4,260-square-mile area bounded by the Pacific Ocean to the west and high mountain ranges and desert to the east. The SDAB includes all of San Diego County with population and emissions concentrated mainly in the western portion of the County. The topography of SDAB is highly varied, comprised of coastal plains and lagoons, flatlands and mesas, broad valleys, canyons, foothills, mountains, and deserts.

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 dispersion of air pollutants.

Climate

The general region lies in a high pressure zone of the eastern Pacific. As a result, the climate of the SDAB is classified as Mediterranean, with warm, dry summers and mild winters. The area experiences an average of 201 days above 70 degrees Fahrenheit and nine to 13 inches of rainfall annually. During fall, the region experiences dry, warm easterly winds, locally referred to as Santa Ana winds, which raise temperature and lower humidity. 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 ozone (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 (NOx) emissions. CO concentrations are generally higher in the morning and late evening. In the morning, CO levels are elevated due to cold temperatures and the large number of motor vehicles traveling. Higher CO levels during the late

evenings are a result of stagnant atmospheric conditions trapping CO in the area. Since CO is produced almost entirely from automobiles, the highest CO concentrations in the 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 San Diego County. This often produces high O_3 concentrations, as measured at air pollutant monitoring stations within San Diego County. The transport of air pollutants from the Los Angeles region to San Diego County has also occurred within the stable layer of the elevated subsidence inversion, where high levels of O_3 are transported.

CRITERIA AIR POLLUTANTS

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of the incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratosphere (the "good" O_3 layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant and needs volatile organic compounds (VOCs), nitrogen oxides (NO_X), and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate number of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung diseases such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis, and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_X is a family of highly reactive gases that are a primary precursor to the formation of ground-level O_3 and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources

(e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into the lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new $PM_{2.5}$ standards. Industry groups challenged the new standards in court, and the implementation of the standards was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards.

On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO_2). Sulfur dioxide (SO_2) is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO_2 is often used interchangeably with sulfur oxides (SO_X). Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOC is not considered a criteria pollutant; however, it is a precursor to O_3, which is a criteria pollutant. Due to the role VOC plays in O_3 formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established. The terms VOC and ROG (see below) are often used interchangeably.

Reactive Organic Gases (ROG). Similar to VOCs, ROGs are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms ROG and VOC (see above) are often used interchangeably.

LOCAL AMBIENT AIR QUALITY

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. Air quality monitoring stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. The closest air quality monitoring station to the project site that monitors O_3 and NO_2 is the Camp Pendleton Monitoring Station located at 21441 West B Street, Camp Pendleton, CA 92019. The closest air quality monitoring station that monitors CO is the San Diego-Rancho monitoring station located at 11403 Rancho Carmel Drive, San Diego, CA 92128. The closest air quality monitoring station that monitors $PM_{2.5}$ is the San Diego-Kearny Monitoring Site located at 6125A Kearny Villa Road, San Diego, CA 92145. Local air quality data from 2020 to 2022 is provided in Table 5.9-1, *Measured Air Quality Levels*. Data for PM_{10} in San Diego County was not available between 2020 and 2022. This table lists the monitored maximum concentrations and number of exceedances of State/federal air quality standards for each year.

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The following types of people are most likely to be adversely affected by air pollution, as identified by CARB: children under 14, elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. Locations that may contain a high concentration of these sensitive population groups are called sensitive receptors and include residential areas, hospitals, day-care facilities, elder-care facilities, elementary schools, and parks. Sensitive receptors in the project vicinity include residential uses, schools, and churches. The following receptors were identified as sensitive receptors in vicinity of the project site:

- The nearest residential use (i.e., single-family) is located adjacent to the eastern boundary of the project site.
- The nearest institutional use is Grace Christian Center, located approximately 30 feet to the north on Seagaze Drive.
- The closest assisted living facility is Nar Vista Eldora Retirement, located approximately 0.3 mile to the northeast on South Clementine Street.
- The closest park is the Tyson Street Park, located approximately 0.1 mile to the southwest on South Pacific Street.

Table 5.9-1
Measured Air Quality Levels

Pollutant	Primary Standard		Year	Maximum Concentration[1]	Number of Days State/Federal Std. Exceeded
	California	Federal			
Carbon Monoxide (CO)[2] (1-Hour)	20 ppm for 1 hour	35 ppm for 1 hour	2020 2021 2022	1.700 ppm 1.600 ppm 2.200 ppm	0 / 0 0 / 0 0 / 0
Ozone (O_3)[3] (1-Hour)	0.09 ppm for 1 hour	N/A	2020 2021 2022	0.094 ppm 0.074 ppm 0.076 ppm	0 / 0 0 / 0 0 / 0
Ozone (O_3)[3] (8-Hour)	0.070 ppm for 8 hours	0.070 ppm for 8 hours	2020 2021 2022	0.074 ppm 0.059 ppm 0.067 ppm	3 / 3 0 / 0 0 / 0
Nitrogen Dioxide (NO_x)[3]	0.180 ppm for 1 hour	0.100 ppm for 1 hour	2020 2021 2022	0.058 ppm 0.059 ppm 0.050 ppm	0 / 0 0 / 0 0 / 0
Particulate Matter (PM_{10})[4,6]	50 µg/m^3 for 24 hours	150 µg/m^3 for 24 hours	2020 2021 2022	* * *	* * *
Fine Particulate Matter ($PM_{2.5}$)[4,7]	No Separate State Standard	35 µg/m^3 for 24 hours	2020 2021 2022	47.5 µg/m^3 20.9 µg/m^3 13.9 µg/m^3	* / 2 * / 0 * / 0

ppm = parts per million
µg/m^3 = micrograms per cubic meter
* = insufficient data available to determine the value
PM_{10} = particulate matter 10 microns in diameter or less
$PM_{2.5}$ = particulate matter 2.5 microns in diameter or less
NA = Not Applicable

Notes:
1. Maximum concentration is measured over the same period as the California Standard.
2. Measurements taken at the San Diego-Rancho Monitoring Site at 11403 Rancho Carmel Drive, San Diego, CA 92128.
3. Measurements taken at the Camp Pendleton Monitoring Site at 21441 West B Street, Camp Pendleton, CA 92019.
4. Measurements taken at the San Diego-Kearny Monitoring Site at 6125A Kearny Villa Road, San Diego, CA 92145.
5. Data is not available at the area for this pollutant.
6. PM_{10} exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.
7. $PM_{2.5}$ exceedances are derived from the number of samples exceeded, not days.

Sources:
California Air Resources Board, i*ADAM Air Quality Data Statistics*, http://www.arb.ca.gov/adam/, accessed on March 4, 2024.
California Air Resources Board, *AQMIS Air Quality and Meteorological Information's Systems*, https://www.arb.ca.gov/aqmis2/aqdselect.php, accessed on March 4, 2024.

5.9.2 REGULATORY SETTING

FEDERAL LEVEL

U.S. Environmental Protection Agency

The EPA is responsible for implementing the Federal Clean Air Act (FCAA), which was first enacted in 1955 and amended numerous times after. The FCAA established Federal air quality standards known as the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for "criteria" pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare; refer to Table 5.9-2, *National and California Ambient Air Quality Standards*.

Table 5.9-2
National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California[1]		Federal[2]	
		Standard[3]	Attainment Status	Standards[3,4]	Attainment Status
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/m³)	**Nonattainment**	N/A	N/A
	8 Hours	0.070 ppm (137 µg/m³)	**Nonattainment**	0.070 ppm (137 µg/m³)	**Nonattainment**
Particulate Matter (PM_{10})	24 Hours	50 µg/m³	**Nonattainment**	150 µg/m³	Unclassified
	Annual Arithmetic Mean	20 µg/m³	**Nonattainment**	N/A	N/A
Fine Particulate Matter ($PM_{2.5}$)	24 Hours	No Separate State Standard		35 µg/m³	Attainment
	Annual Arithmetic Mean	12 µg/m³	**Nonattainment**	12.0 µg/m³	Attainment
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m³)	Attainment	9 ppm (10 mg/m³)	Attainment
	1 Hour	20 ppm (23 mg/m³)	Attainment	35 ppm (40 mg/m³)	Attainment
Nitrogen Dioxide (NO_2)[5]	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)	N/A	53 ppb (100 µg/m³)	Attainment
	1 Hour	0.18 ppm (339 µg/m³)	Attainment	100 ppb (188 µg/m³)	Attainment
Lead (Pb)[7,8]	30 days Average	1.5 µg/m³	Attainment	N/A	N/A
	Calendar Quarter	N/A	N/A	1.5 µg/m³	Attainment
	Rolling 3-Month Average	N/A	N/A	0.15 µg/m³	Attainment
Sulfur Dioxide (SO_2)[6]	24 Hours	0.04 ppm (105 µg/m³)	Attainment	0.14 ppm (for certain areas)	Attainment
	3 Hours	N/A	N/A	N/A	N/A
	1 Hour	0.25 ppm (655 µg/m³)	Attainment	75 ppb (196 µg/m³)	N/A
	Annual Arithmetic Mean	N/A	N/A	0.30 ppm (for certain areas)	Attainment
Visibility-Reducing Particles[9]	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70% RH	Unclassified	**No Federal Standards**	
Sulfates	24 Hour	25 µg/m³	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Unclassified		
Vinyl Chloride[7]	24 Hour	0.01 ppm (26 µg/m³)	N/A		

µg/m³ = micrograms per cubic meter; ppm = parts per million; ppb = parts per billion; km = kilometer(s); RH = relative humidity; PST = Pacific Standard Time; N/A = Not Applicable

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
5. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (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.
6. On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of ppb. California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
7. CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
8. 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 one year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
9. In 1989, CARB converted both the general Statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the Statewide and Lake Tahoe Air Basin standards, respectively.

Source: California Air Resources Board and U.S. Environmental Protection Agency, *Ambient Air Quality Standards chart,* http://www.arb.ca.gov/research/aaqs/aaqs2.pdf, May 4, 2016.

STATE LEVEL

California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in Table 5.9-2, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility-reducing particulates, hydrogen sulfide, and sulfates. The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan (SIP) for the State of California.

Like the EPA, CARB also designates areas within California as either attainment or non-attainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as non-attainment for a pollutant if air quality data show that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard and are not used as a basis for designating areas as non-attainment.

REGIONAL LEVEL

San Diego Air Pollution Control District

The SDAPCD is one of 35 air quality management districts in California responsible for regional air quality planning, monitoring, and stationary source and facility permitting. Locally, the SDAPCD is entrusted with regulating stationary (fixed) sources of air pollution, including power plants, manufacturing and industrial facilities, stationary internal combustion engines, gas stations, landfills, and solvent cleaning and surface coating operations. However, approximately 67 percent of the air pollutants in the region are emitted by motor vehicles and other mobile sources (e.g., ships, trains, construction equipment, etc.). Emission standards for mobile sources are established by CARB and the EPA.

- Rule 20.2 New Source Review Non-Major Stationary Sources: This rule requires new or modified stationary source units (that are not major stationary sources) with the potential to emit 10 pounds per day or more of VOC, NOx, SOx, or PM_{10} to be equipped with best available control technology. For those units with a potential to emit above Air Quality Impact Assessments Trigger Levels, the units must demonstrate that such emissions would not violate or interfere with the attainment of any national air quality standard. The proposed project does not propose specific stationary sources. If stationary sources were to be included as part of the proposed project, or at a later date, those sources would be subject to Rule 20.2 and would require appropriate operating permits from the SDAPCD. Because the SDAPCD has not adopted specific criteria air pollutant thresholds for CEQA analyses, the thresholds identified in Rule 20.2 are utilized in this analysis as screening-level thresholds to evaluate project-level impacts.

- Rule 50 Visible Emissions: This rule prohibits any activity causing air containment emissions darker than 20 percent 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.

- Rule 51 Nuisance: This rule prohibits the discharge of air contaminants or other material from any sources that "cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property."

- Rule 55: Fugitive Dust Control: This rule applies to any commercial construction or demolition activity capable of generating fugitive dust emissions, including active operations, open storage piles, and inactive disturbed areas. The following standards apply to the proposed project:

  (1) Airborne Dust Beyond the Property Line: No person shall engage in construction or demolition activity subject to this rule in a manner that discharges visible dust emissions into the atmosphere beyond the property line for a period or periods aggregating more than 3 minutes in any 60-minute period.

  (2) Track-Out/Carry-Out: Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out shall:

    (i) be minimized by the use of any of the following or equally effective track-out/carry-out and erosion control measures that apply to the project or operation: track-out grates or gravel beds at each egress point, wheel washing at each egress during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and for outbound transport trucks: using secured tarps or cargo covering, watering, or treating of transported material; and

    (ii) be removed at the conclusion of each workday when active operations cease, or every 24 hours for continuous operations. If a street sweeper is used to remove any track-out/carry-out, only PM_{10}-efficient street sweepers certified to meet the most current South Coast Air Quality Management District Rule 1186 requirements shall be used. The use of blowers for removal of track-out/carry-out is prohibited under any circumstances.

- Rule 67.0.1 Architectural Coatings: This rule prohibits the application of architectural coatings with a VOC content in excess of the corresponding limits below:

  (1) Flat Coatings – 50 grams/liter

  (2) Non-flat Coatings – 50 grams/liter

San Diego Association of Governments (SANDAG)

On December 10, 2021, the SANDAG Board of Directors adopted the *San Diego Forward: The Regional Plan* (2021 Regional Plan). The 2021 Regional Plan combines the Regional Transportation Plan, Sustainable Communities Strategy (SCS), and Regional Comprehensive Plan, which complies with

specific State and federal mandates that achieve GHG emission reduction targets set by the CARB; compliance with federal civil rights requirements (Title VI); and environmental justice considerations, air quality conformity, and a public participation process.

The regional transportation planning agency continues to implement regional transportation control measures to reduce motor vehicle use, thereby reducing emissions and improving air quality. The measures expand access to public transit, vanpools, and park-and-ride/bicycle facilities, as well as enhancements to the regional high-occupancy vehicle lane system.

LOCAL LEVEL

City of Oceanside General Plan

The General Plan is the primary source of long-range planning and policy direction that will be used to guide growth and preserve the quality of life within the City of Oceanside. The following goals and policies are applicable to the project.

ENVIRONMENTAL RESOURCE MANAGEMENT ELEMENT

Goal: Evaluate the state of the environment and formulate a program of planned management, wise utilization, and preservation of our natural resources to ensure the health, safety, and welfare of present and future generations.

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

OCEANSIDE CLIMATE ACTION PLAN

The City adopted the *Oceanside Climate Action Plan* (CAP) on May 8, 2019. 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 towards 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 GHG reduction strategies and measures in the CAP would also reduce air pollutants emissions.

OCEANSIDE MUNICIPAL CODE

The State of California Health and Safety Code, Division 26, Part 4, Chapter 3, Section 41700; SDAPCD Rule 51; and 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.

5.9.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

REGIONAL AIR QUALITY

As stated in Appendix G of the CEQA Guidelines, the significance criteria established by the applicable air quality management board or air pollution control district may be relied on to make the impact determinations for specific program elements. The SDAPCD has adopted numerical thresholds to analyze the significance of a project's construction and operational emissions. These thresholds are designed such that a project consistent with the thresholds would not have an individually or cumulatively significant impact to the SDAB's air quality. These thresholds are also used by planning agencies and local jurisdictions for comparative purposes when evaluating projects under CEQA. The significance thresholds for temporary construction and long-term operational emissions in the SDAB are shown in Table 5.9-3, *San Diego Air Pollution Control District Pollutant Thresholds*.

Table 5.9-3
San Diego Air Pollution Control District Pollutant Thresholds

Phase	Pollutant (lbs/day)					
	VOC[1]	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$[2]
Construction/Operation	75	250	550	250	100	55

CO = carbon monoxide; VOC = volatile organic compounds; NO_X = nitrogen oxides; PM_{10} = particulate matter smaller than 10 microns; $PM_{2.5}$ = particulate matter smaller than 2.5 microns

1. Threshold for VOCs based on the threshold of significance for VOCs from the South Coast Air Quality Management District for the Coachella Valley.
2. EPA "Proposed Rule to Implement the Fine Particle National Ambient Air Quality Standards" published September 8, 2005. This SDAPCD threshold for $PM_{2.5}$ is used by the SCAQMD.

Source: County of San Diego, *Guidelines for Determining Significance and Report Format and Content Requirements: Air Quality*, March 2007.

CEQA SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in Appendix 11.1, of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Conflict with or obstruct implementation of the applicable air quality plan (refer to Impact Statement AQ-1);

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 (refer to Impact Statement AQ-2);

c) Expose sensitive receptors to substantial pollutant concentrations (refer to Impact Statement AQ-3).

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (refer to Section 8.0, *Effects Found Not To Be Significant*).

Based on these standards/criteria, the effects of the project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.9.4 IMPACTS AND MITIGATION MEASURES

CONSISTENCY WITH REGIONAL PLANS

AQ-1 IMPLEMENTATION OF THE PROPOSED PROJECT COULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN.

Impact Analysis: As previously discussed, the SIP sets forth the State's strategies for attaining and maintaining the NAAQS. The SDAPCD is responsible for developing the San Diego portion of the SIP and has developed an attainment plan for attaining the 8-hour NAAQS for O_3. The SDAPCD Governing Board adopted the 2022 Regional Air Quality Strategy (RAQS) on March 9, 2023. The RAQS sets forth the plans and programs designed to meet the State air quality standards. Through the RAQS and SIP planning processes, the SDAPCD adopts rules, regulations, and programs designed to achieve attainment of the ambient air quality standards and maintain air quality in the SDAB.

Conformance with the RAQS and SIP determines whether a project will conflict with or obstruct implementation of the applicable air quality plans. Because CARB's mobile source emission projections and SANDAG's growth projections are based on population and vehicle trends and land use plans developed by local jurisdictions as part of their general plans, projects that propose development consistent with the growth anticipated by the general plan are assumed to be consistent with the RAQS and SIP. In the event a project proposes development which is less dense than anticipated within the general plan, the project would likewise be consistent with the RAQS and SIP.

The proposed project involves demolition of existing structures and construction of a mixed-use transit-oriented community with office, retail, hotel, transit, community facilities, and multi-family residential uses, as well as public and private open space and associated parking and landscaping. Based on the General Plan, multiple land use designations apply to the property, including Downtown (DT), Coastal Transportation and Utility (C-TU), Coastal Residential High Density (C-RH), and Coastal General Commercial (C-GC). Based on the City's Zoning Map, the project site has several different zoning districts. The portion of the site generally west of Cleveland Street falls within the Downtown District: Public Transportation and Railroad (District D-14) and High Density Residential (District D-5). The remainder of the site is zoned Public Utility and Transportation (PUT), Office Professional, Coastal (OP), and Medium Density Residential, Coastal (R-3). The project would require the approval of a General Plan Amendment and Zone Amendment to change the existing land use designations and zoning to Specific Plan (SP). With the approval of the General Plan Amendment and Zone Amendment, the project would be consistent with the site's land use and zoning.

The proposed development would involve 547 new residential apartment units (market rate and affordable units would range in size from studios to three bedrooms, fifteen percent of the apartment units would be affordable units) and would result in a population increase of 1,466 persons; refer to Section 5.13, *Population and Housing*. The SANDAG population and housing forecast for the City shows the population of 184,283 persons and 71,359 dwelling units in the city by 2050. The proposed project would represent 0.80 percent of the anticipated population and 0.77 percent of the anticipated dwelling units that would be built in the city by 2050. Therefore, the housing and population growth introduced by implementation of the proposed project would be well within the SANDAG and RAQS growth forecasts. Further, redevelopment of the existing NCTD transit center would extend and further activate the City's downtown core and reinforce transit ridership, and the additional parking would serve the transit center and support the various land uses and public amenities that are intended to enliven and enrich the project and serve the community. As such, the proposed project would be consistent with the General Plan and SANDAG's growth projections, and the proposed project would not result in an inconsistency with the SDAPCD RAQS. Therefore, a less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PROJECT-RELATED EMISSIONS

AQ-2 THE PROJECT COULD RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF CRITERIA POLLUTANTS FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD.

Impact Analysis:

SHORT-TERM CONSTRUCTION AIR EMISSIONS

Short-term air quality impacts are predicted to occur during grading and construction activities associated with the project implementation. Temporary air emissions would result from the following activities:

- Particulate (fugitive fust) emissions from grading and building construction; and
- Exhaust emissions from the construction equipment and the motor vehicles of the construction crew.

The proposed project involves demolition of existing structures and construction of a mixed-use transit-oriented community with office, retail, hotel, transit, community facilities, and multi-family residential uses, as well as public and private open space and associated parking and landscaping. Construction of the project would involve: two months of demolition, two months of grading, one month of paving, 25 and a half months of building construction, and 12 months of painting. Several phases would overlap. The total development would take approximately 31 months in total. Emissions for each construction phase have been quantified based upon the phase duration and equipment types. The analysis of daily construction emissions was prepared by the California Emission Estimator Model (CalEEMod, version 2022.1). Refer to Appendix 11.9 for the CalEEMod outputs and results. Table

5.9-4, *Maximum Daily Construction Emissions*, presents the project's anticipated daily short-term construction emissions.

Table 5.9-4
Maximum Daily Construction Emissions

Emissions Source	Pollutant (pounds/day)[1,2]					
	ROGs	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 1	8.75	136	109	0.52	32.6	9.82
Year 2	24.4	27.2	62.7	0.08	10.5	3.02
Year 3	24.3	25.8	60.5	0.08	10.4	2.95
Maximum Daily Emissions	***24.4***	***136***	***109***	***0.52***	***32.6***	***9.82***
SDAPCD Thresholds	*75*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod version 2022.1. Higher emissions between summer and winter are presented as a conservative analysis.
2. The reduction/credits for construction emissions are based on "mitigation" included in CalEEMod. The "mitigation" applied in CalEEMod includes the following: properly maintain mobile and other construction equipment; replace the ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the "mitigated" emissions shown in Appendix 11.9.

Refer to Appendix 11.9 for assumptions used in this analysis.

Fugitive Dust Emissions

Fugitive dust (PM_{10} and $PM_{2.5}$) from grading and construction is expected to be short term and would cease following project completion. Most of this material is composed of inert silicates, which are less harmful to health than the complex organic particulates released from combustion sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and SO_X combining with ammonia. The greatest amount of fugitive dust generated is expected to occur during site grading and excavation of the project; refer to Appendix 11.9. Dust generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular concern is the amount of PM_{10} generated as a part of fugitive dust emissions.

CalEEMod was used to calculate PM_{10} and $PM_{2.5}$ fugitive dust emissions as part of the site earthwork activities; refer to Table 5.9-4. Maximum particulate matter emissions would occur during the initial stages of construction when grading activities would occur. As detailed in Table 5.9-4, construction-related PM_{10} emissions would range between 10.5 and 32.6 pounds per day, and $PM_{2.5}$ emissions would range between 2.95 and 9.82 pounds per day, which are less than each respective regional significance thresholds. Thus, fugitive dust emissions would be below the thresholds of 100 and 55 pounds per day for PM_{10} and $PM_{2.5}$, respectively.

Construction Equipment and Worker Vehicle Exhaust Emissions

Exhaust emissions would be generated by the operation of vehicles and equipment on the site, such as graders, dozers, pavers, loaders, scrapers, and trucks. Most of the construction equipment and vehicles would be diesel powered, which tends to be more efficient than gasoline-powered equipment. Diesel-powered equipment produces lower CO and hydrocarbon emissions than gasoline equipment

but produces greater amounts of NO_X, SO_X, and particulates per hour of activity. The transportation of machinery, equipment, and materials to and from the site, as well as construction worker trips, would also generate vehicle emissions during construction. However, as presented in Table 5.9-4, construction equipment and worker vehicle exhaust emissions would not exceed the emissions thresholds. As such, the impact would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. In accordance with the methodology prescribed by the SDAPCD, ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. As required by Rule 67.0.1, *Architectural Coating*, all architectural coatings for the proposed structures would comply with specifications on painting practices as well as regulation on the ROG content of paint.[1] ROG emissions associated with the project would be less than significant; refer to Table 5.9-4. As such, the impact would be less than significant.

Total Daily Construction Emissions

CalEEMod was utilized to model construction emissions for ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. As indicated in Table 5.9-4, construction emissions would not exceed SDAPCD thresholds. As such, construction emissions would be less than significant.

Asbestos

Pursuant to guidance issued by the Governor's Office of Planning and Research State Clearinghouse, lead agencies are encouraged to analyze potential impacts related to naturally occurring asbestos. Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, federal, and international agencies and was identified as a toxic air contaminant by the CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released into the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed.

Serpentinite and/or ultramafic rock are known to be present in 44 of California's 58 counties. These rocks are particularly abundant in the counties of the Sierra Nevada foothills, the Klamath Mountains, and Coast Ranges. According to the California Department of Conservation Division of Mines and

[1] San Diego Air Pollution Control District, *Rule 67.0.1. Architectural Coatings*, https://www.sdapcd.org/content/dam/sdapcd/documents/rules/rule-archive/2021/Rule-67.0.1.pdf, accessed April 12, 2023.

Geology, the project site is not located in an area where naturally occurring asbestos is likely to be present.[2] Therefore, no impacts are anticipated to result in this regard.

LONG-TERM OPERATIONAL AIR EMISSIONS

Operational emissions generated by both stationary and mobile sources would result from normal daily activities on the project site after occupation (i.e., increased concentrations of ROG, NO_X, SO_X, PM_{10}, $PM_{2.5}$, and CO). Mobile source emissions would be generated by the motor vehicles traveling to and from the project site. Stationary area source emissions would be generated by the operation of landscape maintenance equipment, potential machinery, and use of consumer products and hearths. Stationary energy emissions would result from electricity and natural gas consumption associated with the project. Analysis of mobile emissions is based primarily upon *Oceanside Transit Center Specific Plan CEQA Transportation Analysis* (Transportation Analysis) prepared by Stantec on March 26, 2024; refer to Appendix 11.8, *Transportation Analysis*. The analysis of daily operational emissions has been prepared by utilizing CalEEMod; refer to Appendix 11.8. Although the existing structures on-site are currently in operations, as a conservative analysis, emissions from existing uses on-site were not modeled or deducted from project-generated emissions. Table 5.9-5, *Long-Term Operational Air Emissions*, presents the anticipated operational emissions.

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod. This model predicts ROG, CO, SO_X, NO_X, PM_{10}, and $PM_{2.5}$ emissions from motor vehicle traffic associated with new development; refer to Appendix 11.9. According to the Transportation Analysis, the project would generate 6,261 daily trips, including 441 a.m. peak hour trips and 603 p.m. peak hour trips. It should be noted that as a conservative analysis, vehicle miles traveled (VMT) reduction from the Transportation Demand Management (TDM) plan prepared for the project was not accounted for in the model, which is a conservative approach for the purpose of mobile source emissions analysis. As shown in Table 5.9-5, mobile source emissions would not exceed SDAPCD thresholds. As such, a less than significant impact would occur due to the project's operational mobile emissions.

[2] California Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, August 2000, https://ww3.arb.ca.gov/toxics/asbestos/ofr_2000-019.pdf, accessed April 12, 2023.

Table 5.9-5
Long-Term Operational Air Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Project Summer Emissions[2]						
Area	43.5	10.8	202	0.46	18.4	17.7
Energy	0.2	3.51	2.54	0.02	0.27	0.27
Mobile	24.7	17.4	186	0.46	41.2	10.7
Total Summer Emissions	***68.4***	***31.71***	***390.54***	***0.94***	***59.87***	***28.67***
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Project Winter Emissions[2]						
Area	33.6	10.2	127	0.45	18.3	17.6
Energy	0.2	3.51	2.54	0.02	0.27	0.27
Mobile	24.2	19.1	174	0.44	41.2	10.7
Total Winter Emissions	***58***	***32.81***	***303.54***	***0.91***	***59.77***	***28.57***
SDAPCD Significance Threshold[2]	*75*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod version 2022.1.
2. Project operational emissions were modeled with the operational year of 2028, the anticipated first year of operation.

Refer to Appendix 11.9 for assumptions used in this analysis.

Area Source Emissions

Area source emissions are generated from consumer products, architectural coating, landscaping, and hearths (wood stoves and fireplaces). Area source emissions are as described below.

- *Architectural Coatings:* As part of project maintenance, architectural coatings on the project buildings would have emissions from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings.
- *Consumer Products:* Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds, which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.
- *Landscape Maintenance Equipment:* Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the site.
- *Hearths*: Wood stoves and fireplaces in residential units would generate emissions from fuel combustion and evaporation of unburned fuel. It should be noted that according to SDAPCD Rule 101, wood burning is prohibited in residential units located in western San Diego County.

As indicated in Table 5.9-5, the project's operational area source emissions for all criteria pollutants would be below the SDAPCD's significance thresholds.

Energy Source Emissions

Energy source emissions (i.e., generated at the site of the power generation source) would be generated as a result of electricity and natural gas usage associated with the project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. It should be noted that the project would comply with the most current version of the California Building Code and Title 24 standards which would further reduce the project's energy use. As indicated in Table 5.9-5, the project's energy source emissions would not exceed SDAPCD thresholds.

Operational Emissions Conclusion

As shown in Table 5.9-5, the project's operational emissions would not exceed the SDAPCD regional thresholds for ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. Therefore, a less than significant impact would occur in this regard.

CONCLUSION

As shown in Table 5.9-4 and Table 5.9-5, the project would not result in short- or long-term air quality impacts. The project's emissions would not exceed the SDAPCD-adopted construction and operational thresholds. Therefore, a less than significant impact would occur in this regard.

AIR QUALITY HEALTH IMPACTS

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individuals [e.g., age, gender]). In particular, O_3 precursors VOCs and NO_X affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of non-attainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD,[3] the SCAQMD acknowledged it would be extremely difficult, if not impossible, to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD),[4] SJVAPCD has acknowledged that currently available modeling tools are not

[3] South Coast Air Quality Management District, *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

[4] San Joaquin Valley Air Pollution Control District, *Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example, is correlated with the increases in the ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at the highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NO_X or VOC emissions from relatively small projects due to photochemistry and regional model limitations.

Similarly, attempt in quantifying O_3-related health impacts caused by NO_x or VOC emissions from an individual project (i.e., the proposed mixed use development project) in SDAPCD would be highly speculative. For the purpose of this analysis, as the project would not exceed SDAPCD regional thresholds for operational air emissions, the project would be assumed to result in less than significant impact with regards to air quality health impacts as well.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

LOCALIZED EMISSIONS

AQ-3 DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN LOCALIZED EMISSIONS IMPACTS OR EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS.

Impact Analysis:

SENSITIVE RECEPTORS

To assess the potential for long-term operational and short-term emission impacts, the closest receptor location was identified as representative locations for analysis. Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as "sensitive receptors;" they are also known to be locations where an individual can remain for 24 hours.

The closest sensitive receptors are residential uses located adjacent to the east of the project site. Other sensitive receptors in the study area at greater distances than those identified would experience lower air impacts due to additional particle dispersion from a distance and the shielding of intervening structures.

TOXIC AIR CONTAMINANTS

Construction

If a project has the potential to result in toxic air contaminant (TAC) emissions with a cancer risk greater than 10 in 1 million or substantial non-cancer risk, the project would be deemed to have a potentially significant impact. Project construction activities are anticipated to involve the operation of diesel-powered equipment, which would emit Diesel Particulate Matter (DPM). In 1998, the CARB identified diesel exhaust as a TAC. Cancer health risks associated with exposures to diesel exhaust typically are associated with chronic exposure, in which a 30-year exposure period often is assumed. The project would construct mixed-use buildings while complying with the California Code of Regulations (CCR), Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. Implementation of these regulations would reduce the amount of DPM emissions from project construction.

The nearest sensitive receptor to the project site is a single-family residence located adjacent to the east of the project boundary. However, health impacts on sensitive receptors associated with exposure to DPM from project construction are anticipated to be less than significant because construction activities are expected to occur well below the 30-year exposure period used in health risk assessments. Additionally, emissions would be short term and intermittent in nature, and therefore would not generate TAC emissions at high enough exposure concentrations to represent a health hazard. Therefore, construction of the proposed project is not anticipated to result in an elevated cancer risk to nearby sensitive receptors, and the impact would be less than significant.

Operations

The project would involve construction and operation of a mixed-use development and would result in very limited operational activities with potential health risks, including bus station operation, occasional diesel truck trips for trash pickups, and landscaping maintenance operations. None of these activities would result in the generation of excessive TAC emissions, or associated health risks from the project's operation. Therefore, operation of the proposed project is not anticipated to result in an elevated cancer risk to nearby sensitive receptors. Impacts would be less than significant in this regard.

In addition, according to several court decisions, CEQA analysis is not required to analyze impacts of the existing environment on a proposed project unless the project risks exacerbating existing environmental hazards. Similarly, CEQA analysis is also not required to analyze impacts of the proposed project on itself. As such, the proposed project's potential impacts on future on-site residences are not analyzed.

Bus Station Operation Emissions

The proposed project would include commuter bus stalls and bus layover spaces which would potentially generate emissions during buses idling and impact existing residences near the project site to the south. As shown in Table 5.9-6, *Bus Station Idling Emissions*, emissions generated by buses idling would be nominal. It should be noted that this analysis is conservative, since it assumes 18 buses idling at the same time for the entire day at the maximum daily emission rate. Additionally, the project would propose transit improvements that intend to enhance the user experience and increase transit use and emphasize improved intermodal connectivity. These improvements would include modern intermodal

transportation center, which would include the NCTD Customer Service Building, Amtrak Customer Service Center, Bus Operator Building, as well as safe and efficient bus circulation, 12 commuter bus stalls and bus layover spaces to accommodate approximately 6 additional buses, and public restrooms. Moreover, transit facilities and improvements would be located to reduce the walking distance for transfers between bus and train services. With this better circulation plan, the idling time would be reduced. As such, impacts would be less than significant in this regard.

Table 5.9-6
Bus Station Idling Emissions

Emissions	Pollutant (pounds/day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Maximum Daily Urban Bus Emissions[1]	0.05	0.63	0.70	<0.01	<0.01	<0.01

Notes:
1. Emission rate for buses is from the California Air Resources Board's EMFAC 2021 model. The analysis considers the worst-case scenario: 18 buses (12 at commuter bus stalls and 6 at bus layover spaces) idling at the same time for the entire day at the maximum daily emission rate.

CARBON MONOXIDE HOTSPOTS

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The SDAB is designated as an attainment area for the federal and State CO standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. Nationwide estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.[5] CO emissions have continued to decline since this time. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A potential CO hotspot may occur at any location where the background CO concentration already exceeds 20 parts per million (ppm), which is the 1-hour California ambient air quality standard. As shown in Table 5.9-1, the closest monitoring station to the project site that monitors CO concentration is the San Diego-Rancho Monitoring Station, and the maximum CO concentration was measured at 2.200 ppm between 2020 and 2022. Given that the background CO concentration does not currently exceed 20 ppm, a CO hotspot would not occur at the project site. Therefore, CO hotspot impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

[5] United States Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, accessed by June 14, 2021.

Level of Significance: Less Than Significant Impact.

5.9.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts."

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED PROJECTS COULD RESULT IN CUMULATIVELY CONSIDERABLE INCONSISTENCIES WITH THE APPLICABLE AIR QUALITY PLAN.**

Impact Analysis: Future related projects would be required to analyze project-level consistency with applicable air quality plans, including the RAQS and SIP. As analyzed above, operational concentrations of criteria air pollutants of the project would be lower than SDAPCD thresholds. Therefore, the project would not result in an increase in the frequency or severity of existing air quality violations. In addition, the growth anticipated by the project would be consistent with SANDAG's growth forecast, and therefore is consistent with the RAQS. As such, impacts associated with the project in this regard would not be cumulatively considerable. Cumulative impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **SHORT-TERM CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS, COULD RESULT IN INCREASED AIR POLLUTANT EMISSION IMPACTS OR EXPOSE SENSITIVE RECEPTORS TO INCREASED POLLUTANT CONCENTRATIONS.**

Impact Analysis: The SDAPCD neither recommends quantified analyses of cumulative construction emissions, nor does it provide separate methodologies or thresholds of significance to be used to assess cumulative construction impacts. The SDAPCD significance thresholds for construction are intended to meet the objectives of the RAQS and SIP to ensure the NAAQS and CAAQS are not exceeded. As the project applicant has no control over the timing or sequencing of cumulative projects in the project vicinity; any quantitative analysis to ascertain the daily construction emissions that assumes multiple, concurrent construction would be speculative. Future cumulative projects would also be required to analyze construction emission impacts on a project-level under CEQA and implement mitigation as needed.

As indicated in Table 5.9-4, the project would not result in short-term air quality impacts as the project-level emissions would not exceed the SDAPCD-adopted construction thresholds. Therefore, the project would not result in cumulatively considerable impacts with regard to short-term construction air quality emissions.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD RESULT IN INCREASED IMPACTS PERTAINING TO OPERATIONAL AIR EMISSIONS.**

Impact Analysis: The SDAPCD's approach for assessing cumulative impacts is based on the SDAPCD's RAQS forecasts of attainment of NAAQS in accordance with the requirements of the FCAA and CCAA. This forecast also takes into account SANDAG's forecasted future regional growth. As such, the analysis of cumulative impacts focuses on determining whether the project is consistent with the growth assumptions upon which the RAQS is based. If the project is consistent with the growth assumptions, then the future development would not impede the attainment of NAAQS, and a significant cumulative air quality impact would not occur.

As discussed above, the project would be consistent with the growth assumptions with the approval of General Plan Amendment and Zone Amendment, and would not result in long-term air quality impacts, as the project's operational emissions would not exceed the SDAPCD-adopted operational thresholds. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the project would not contribute a cumulatively considerable net increase of any non-attainment criteria pollutant or expose sensitive receptors to potentially significant health risk impacts. Therefore, cumulative operational impacts associated with the implementation of the project would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CUMULATIVE CARBON MONOXIDE HOTSPOTS

- **IMPLEMENTATION OF THE PROPOSED PROJECT AND RELATED PROJECTS COULD RESULT IN CUMULATIVELY CONSIDERABLE CARBON MONOXIDE HOTSPOT IMPACTS.**

Impact Analysis: Future related projects would be required to analyze localized emission impacts on a project level under CEQA and implement mitigation as needed. As stated, future ambient CO concentrations resulting from the project would be substantially below federal and State standards, as the highest hourly recorded CO value at the San Diego-Rancho Monitoring Site between 2020 and 2022 was 2.200 ppm, which was well below the 35-ppm 1-hour CO NAAQS; refer to Table 5.9-1. Therefore, the project's contribution would not be cumulatively considerable, and the cumulative impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.9.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to air quality have been identified.

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5.10 GREENHOUSE GAS EMISSIONS

This section evaluates greenhouse gas (GHG) emissions associated with the proposed project and analyzes project compliance with applicable regulations. Consideration of the project's consistency with applicable plans, policies, and regulations, as well as the introduction of new sources of GHGs, is included in this section. GHG technical data is included as Appendix 11.9, *Air Quality/Greenhouse Gas Emissions/Energy Data*.

5.10.1 EXISTING SETTING

The City lies within the coastal (or western) portion of the San Diego Air Basin (SDAB). The SDAB is a 4,260-square mile area in the southwest corner of California and comprises the entire San Diego region. SDAB's terrain and geographical location (i.e., a coastal plain with connecting broad valleys and low hills) determine its distinctive climate.

The general region lies in the high-pressure zone of the eastern Pacific. The climate of the SDAB is classified as Mediterranean, with warm, dry summers and mild winters. The area experiences an average of 201 days above 70 degrees Fahrenheit and nine to 13 inches of rainfall annually. During fall, the region experiences dry, warm easterly winds, locally referred to as Santa Ana winds, which raise temperature and lower humidity. 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.

SCOPE OF ANALYSIS FOR CLIMATE CHANGE

The study area for climate change and the analysis of GHG emissions is broad as climate change is influenced by world-wide emissions and their global effects. However, the study area is also limited by *CEQA Guidelines* Section 15064(d), which directs lead agencies to consider an "indirect physical change" only if that change is a reasonably foreseeable impact which may be caused by the project.

The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities that have grown more than 90 percent between 1970 and 2014. The State of California is leading the nation in managing GHG emissions. Accordingly, the impact analysis for this project relies on guidelines, analyses, policy, and plans for reducing GHG emissions established by the California Air Resources Board (CARB).

GLOBAL CLIMATE CHANGE – GREENHOUSE GASES

The natural process through which heat is retained in the troposphere is called the "greenhouse effect."[1] The greenhouse effect traps heat in the troposphere through a three-fold 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 GHG in the upper atmosphere absorb this long wave

[1] The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface to 10 to 12 kilometers.

radiation and emit this long wave radiation into space and toward the Earth. This "trapping" of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

The most abundant GHGs are water vapor and carbon dioxide (CO_2). Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-radiate long wave radiation. GHGs normally associated with development projects include the following:[2]

- Water Vapor (H_2O). Although water vapor has not received the scrutiny of other GHGs, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively. The primary human related source of water vapor comes from fuel combustion in motor vehicles; however, it does not contribute a significant amount (less than one percent) to atmospheric concentrations of water vapor. The Intergovernmental Panel on Climate Change (IPCC) has not determined a GWP for water vapor.

- Carbon Dioxide (CO_2). Carbon dioxide is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the increased use of clean fuel by industrial facilities and mobile sources, CO_2 emissions from fossil fuel combustion decreased by a total of 1.9 percent between 1990 and 2021.[3] Carbon dioxide is the most widely emitted GHG and is the reference gas (GWP of 1) for determining GWPs for other GHGs.

- Methane (CH_4). Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The United States' top three methane sources are landfills, natural gas systems, and enteric fermentation. Methane is the primary component of natural gas, used for space and water heating, steam production, and power generation. The GWP of methane is 25.

- Nitrous Oxide (N_2O). Nitrous oxide is produced by both natural and human related sources. Primary human related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 298.

- Hydrofluorocarbons (HFCs). Typically used as refrigerants for both stationary refrigeration and mobile air conditioning, use of HFCs for cooling and foam blowing is increasing, as the continued phase out of chlorofluorocarbons (CFCs) and HCFCs gains momentum. The 100-year GWP of HFCs range from 12 for HFC-161 to 14,800 for HFC-23.

[2] All GWPs are given as 100-year GWP. Generally, GWPs were obtained from the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report (AR4), with the addition of GWPs from the IPCC's Fifth Assessment Report for fluorinated GHGs that did not have GWPs in the AR4.

[3] United States Environmental Protection Agency, *Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2021*, 2023, https://www.epa.gov/system/files/documents/2023-04/US-GHG-Inventory-2023-Main-Text.pdf, accessed May 16, 2023.

- Perfluorocarbons (PFCs). PFCs are compounds consisting of carbon and fluorine and are primarily created as a byproduct of aluminum production and semiconductor manufacturing. PFCs are potent GHGs with a GWP several thousand times that of CO_2, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years). The GWP of PFCs range from 7,390 to 12,200.

- Sulfur hexafluoride (SF_6). SF_6 is a colorless, odorless, nontoxic, nonflammable gas. SF_6 is the most potent GHG that has been evaluated by the IPCC with a GWP of 22,800. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio compared to CO_2 (4 parts per trillion [ppt] in 1990 versus 365 ppm, respectively).

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric ozone (O_3) depletors; therefore, their gradual phase out is currently in effect. The following is a listing of these compounds:

- Hydrochlorofluorocarbons (HCFCs). HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and gradual phase out of HCFCs. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year GWPs of HCFCs range from 77 for HCFC-123 to 2,310 for HCFC-142b.

- 1,1,1 trichloroethane. 1,1,1 trichloroethane or methyl chloroform is a solvent and degreasing agent commonly used by manufacturers. The GWP of methyl chloroform is 146 times that of CO_2.

- Chlorofluorocarbons (CFCs). CFCs are used as refrigerants, cleaning solvents, and aerosols spray propellants. CFCs were also part of the U.S. Environmental Protection Agency's (EPA) Final Rule (57 Federal Register [FR] 3374) for the phase out of O_3 depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere contributing to the greenhouse effect. CFCs are potent GHGs with 100-year GWPs ranging from 4,750 for CFC-11 to 14,400 for CFC-13.

5.10.2 REGULATORY SETTING

FEDERAL LEVEL

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

Energy Independence and Security Act of 2007. The Energy Independence and Security Act of 2007 (December 2007), among other key measures, requires the following, which would aid in the reduction of national GHG emissions:

- 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.

U.S. Environmental Protection Agency Endangerment Finding. The EPA authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Federal Vehicle Standards. In response to the U.S. Supreme Court ruling discussed above, the George W. Bush Administration issued Executive Order 13432 in 2007 directing the 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, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

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, the 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 CO_2 in model year 2025, on an average industry fleet-wide 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, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the 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 through 2027 for certain trailers, and model years 2021 through 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 CO_2 emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

In March 2021, The EPA and NHTSA adopted the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. The SAFE Vehicles Rule sets tough but feasible fuel economy and CO_2 standards that increase 1.5 percent in stringency each year from model years 2021 through 2026. These standards apply to both passenger cars and light trucks and will continue the nation's progress toward energy independence and CO_2 reduction, while recognizing the realities of the marketplace and consumers' interest in buying vehicles that meet all of their diverse needs.

Presidential Executive Order 13783. Presidential Executive Order 13783, Promoting Energy Independence and Economic Growth (March 28, 2017), orders all Federal agencies to apply cost-benefit analyses to regulations of GHG emissions and evaluations of the social cost of CO_2, CH_4, and N_2O.

STATE LEVEL

Various Statewide and local initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term.

Executive Order S-1-07. Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of Statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least ten percent by 2020. This order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32. The development of CARB's 2017 Scoping Plan Update has identified the LCFS as a regulatory measure to reduce GHG emissions to meet the 2030 emissions target. In calculating Statewide emissions and targets, the 2017 Scoping Plan Update has assumed the LCFS be extended to an 18-percent reduction in carbon intensity beyond 2020. On September 27, 2018, CARB approved a rulemaking package that amended the Low Carbon Fuel Standard to relax the 2020 carbon intensity reduction from 10 percent to 7.5 percent and to require a carbon intensity reduction of 20 percent by 2030.

Executive Order S-3-05. Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary also submits biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts.

Executive Order S-13-08. Executive Order S-13-08 seeks to enhance the State's management of climate impacts including sea level rise, increased temperatures, shifting precipitation, and extreme weather events by facilitating the development of the State's first climate adaptation strategy. This Executive Order results in consistent guidance from experts on how to address climate change impacts in the State of California.

Senate Bill 100 (SB 100). SB 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, 60 percent by December 31, 2030, and 100 percent by December 31, 2045. The bill would require the California Public Utilities Commission (CPUC), CEC, State Board, and all other State agencies to incorporate that policy into all relevant planning. In addition, SB 100 would require the CPUC, CEC, and State Board to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every four years thereafter, that includes specified information relating to the implementation of the policy.

Assembly Bill 1493. AB 1493 (also known as the Pavley Bill) requires that CARB develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of GHG emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State." To meet the requirements of AB 1493, CARB approved amendments to the California Code of Regulations (CCR) in 2004 by adding GHG emissions standards to California's existing standards for motor vehicle emissions. Amendments to CCR Title 13, Sections 1900 and 1961 and adoption of 13 CCR Section 1961.1 require automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty weight classes for passenger vehicles (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily to transport people), beginning with the 2009 model year. Emissions limits are reduced further in each model year through 2016. The near-term standards were intended to achieve a reduction of about 22 percent in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term standards were intended to achieve a reduction of about 30 percent.

Assembly Bill 32 (California Global Warming Solutions Act of 2006). California passed the California Global Warming Solutions Act of 2006 (AB 32; *California Health and Safety Code* Division 25.5, Sections 38500-38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

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 (SB 32). Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. 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 Scoping Plan. On December 11, 2008, CARB adopted its Scoping Plan, which functions as a roadmap to achieve the California GHG reductions required by AB 32 through subsequently enacted regulations. CARB's Scoping Plan contains the main strategies California would implement to reduce the projected 2020 "Business-as-Usual" (BAU) emissions to 1990 levels, as required by AB 32. These strategies are intended to reduce carbon dioxide equivalent (CO_2e) emissions by 174 million metric tons. This reduction of 42 million metric tons carbon dioxide equivalent ($MTCO_2e$), or almost ten percent from 2002 to 2004 average emissions, would be required despite the population and economic growth forecasted through 2020.

CARB's Scoping Plan calculates 2020 BAU emissions as those expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. When CARB's Scoping Plan process was initiated, 2004 was the most recent year for which actual data was available. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term Statewide emission limit will ensure that the State stays on course to meet our long-term goal." The Scoping Plan Update did not establish or propose any specific post-2020 goals, but identified such goals in water, waste, natural resources, clean energy, transportation, and land use.

On January 20, 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update was finalized in November 2017 and approved on December 14, 2017, and reflects the 2030 target of a 40 percent reduction

below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The 2017 Scoping Plan Update establishes a new Statewide emissions limit of 260 million $MTCO_2e$ for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

On December 15, 2022, CARB released the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), which identifies the strategies achieving carbon neutrality by 2045 or earlier. The 2022 Scoping Plan contains the GHG reductions, technology, and clean energy mandated by statutes. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion technologies and distribution of clean energy. The plan would also reduce emissions of short-lived climate pollutants (SLCPs) and would include mechanical CO_2 capture and sequestration actions, as well as emissions and sequestration from natural and working lands and nature-based strategies. Under 2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan. Specifically, this plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the State's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

Senate Bill 375. Acknowledging the relationship between land use planning and transportation sector GHG emissions, SB 375 was passed by the State Assembly on August 25, 2008, and signed by the Governor on September 30, 2008. The legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32. Reductions in GHG emissions can be achieved by, for example, locating employment opportunities close to transit. Under SB 375, each Metropolitan Planning Organization (MPO) is required to adopt a Sustainable Communities Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled (VMT) and

trips so the region can meet a target, created by CARB, for reducing GHG emissions. If the SCS is unable to achieve the regional GHG emissions reduction targets, then the MPO is required to prepare an alternative planning strategy that shows how the GHG emissions reduction target can be achieved through alternative development patterns, infrastructure, and/or transportation measures.

REGIONAL LEVEL

San Diego Association of Governments (SANDAG)

On December 10, 2021, the San Diego Association of Governments (SANDAG) Board of Directors adopted the *San Diego Forward: The Regional Plan* (2021 Regional Plan). The 2021 Regional Plan combines the Regional Transportation Plan, Sustainable Communities Strategy (SCS), and Regional Comprehensive Plan, which complies with specific State and federal mandates that achieves GHG emission reduction targets set by the CARB; compliance with federal civil rights requirements (Title VI); and environmental justice considerations, air quality conformity, and a public participation process.

The regional transportation planning agency continues to implement regional transportation control measures to reduce motor vehicle use, thereby reducing emissions and improving air quality. The measures expand access to public transit, vanpools, and park-and-ride/bicycle facilities, as well as enhancements to the regional high-occupancy vehicle lane system.

LOCAL LEVEL

City of Oceanside General Plan

The General Plan Circulation Element includes goals and policies to reduce GHG emissions within the City.[4] The following goals and policies from the Circulation Element 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.

[4] City of Oceanside, *Oceanside General Plan Circulation Element*, September 2012. https://www.ci.oceanside.ca.us/home/showpublisheddocument/5816/637963446258670000, accessed April 4, 2023.

INTELLIGENT TRANSPORTATION SYSTEM TECHNOLOGIES

Policy 4.1: The City shall encourage the reduction of vehicle miles traveled (VMT), 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.

ENERGY AND CLIMATE ACTION ELEMENT

The Energy and Climate Action Element (ECAE) of the General Plan was adopted in May 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. Specifically, the plan has the following six main goals:

- Promote renewable energy and energy efficiency;
- Promote Smart Growth and Multimodal Transportation;
- Encourage zero waste;
- Increase the efficiencies of local water and wastewater treatment and distribution facilities, reduce reliance on imported water sources, and reduce overall water use;
- Promote Urban Greening;
- Encourage residents to pursue opportunities for community and/or private garden; and
- Encourage public education and outreach in the community concerning the environmental impacts of their choices.

City of Oceanside Climate Action Plan

The *City of Oceanside Climate Action Plan* (CAP) was adopted on May 8, 2019. The CAP 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 identifies measures the Oceanside community will take to make progress towards meeting the State's 2050 GHG reduction goal. The

City has developed local GHG emissions targets that follow a linear path from baseline emission levels to the long-term per capita target of 2 $MTCO_2e$ per capita by 2050. These local GHG emissions targets include:

- By 2020, reduce GHG emissions levels to 5 $MTCO_2e$ per capita;
- By 2030, reduce GHG emissions levels to 4 $MTCO_2e$ per capita;
- By 2040, reduce GHG emissions levels to 3 $MTCO_2e$ per capita; and
- By 2050, reduce GHG emissions levels to 2 $MTCO_2e$ per capita.

Consistent with California's Climate Change Scoping Plan, the City has established a bright line threshold of significance for GHG emissions impacts: 900 $MTCO_2e$ annually, with construction-related emissions amortized over 20 years. Specifically, the City has determined that new development projects emitting less than 900 $MTCO_2e$ would not contribute considerably significant impacts to cumulative climate change, and therefore do not need to demonstrate consistency with the CAP. Projects with greater than 900 $MTCO_2e$ would be required to show CAP consistency. 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. The CAP Consistency Checklist also incorporates related ordinances from the Zoning Ordinance Article 30, Sections 3047 through 3050.

5.10.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Amendments to *CEQA Guidelines* Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with existing CEQA practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a quantified or performance-based threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (see *CEQA Guidelines* Section 15064.7(c)).

The California Natural Resources Agency (CNRA) has also clarified that the *CEQA Guidelines* amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses

(see *CEQA Guidelines* Section 15064(h)(3)).[5,6] A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project.[7]

The City has established a bright line threshold of significance for GHG emissions impacts: 900 $MTCO_2e$ annually, with construction-related emissions amortized over 20 years. Projects that fall under this threshold are not required to conduct analysis of GHG emissions impacts, and thus would not benefit from the CAP Consistent Checklist. However, the CAP Consistent Checklist is required to determine the significance of the project's GHG-related impacts on the environment when the project emits greater than 900 $MTCO_2e$ annually.

CONSISTENCY WITH PLANS

Besides consistency with the CAP, the project's GHG impacts are evaluated by assessing the project's consistency with applicable local, regional, and Statewide GHG reduction plans and strategies. On a Statewide level, the 2022 Scoping Plan provides measures to achieve SB 32 targets. On a regional level, SANDAG's 2021 Regional Plan includes strategies to achieve GHG emissions reduction targets. Thus, if the project complies with these plans, policies, regulations, and requirements, the project would result in a less than significant impact because it would be consistent with the overarching State and regional plans for GHG reduction. A consistency analysis is provided below and describes the project's compliance with performance-based standards included in the regulations outlined in the applicable portions of the 2022 Scoping Plan and 2021 Regional Plan.

QUANTIFICATION OF EMISSIONS

In view of the above considerations, the following analysis quantifies the project's total annual GHG emissions and compares it with the City's screening level threshold, taking into account the GHG emission reduction features that would be incorporated into the project's design. The California Emissions Estimator Model version 2022.1 (CalEEMod) is a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. CalEEMod was developed in collaboration with the air districts of California, who provided data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) to account for local requirements and conditions. The model is considered to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California.

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[5] California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action (December 2009), pp. 11-13, 14, 16*, December 2009.

[6] Cynthia Bryant, Director of the Office of Planning and Research, *Letter to Mike Chrisman, Secretary for Natural Resources, April 13, 2009*, https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf, accessed April 4, 2023.

[7] 14 CCR Section 15064(h)(3).

CEQA SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in Appendix 11.1, of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (refer to Impact Statement GHG-1); and

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (refer to Impact Statement GHG-1).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.10.4 IMPACTS AND MITIGATION MEASURES

GREENHOUSE GAS EMISSIONS

GHG-1 GREENHOUSE GAS EMISSIONS GENERATED BY THE PROJECT COULD HAVE A SIGNIFICANT IMPACT ON GLOBAL CLIMATE CHANGE AND COULD CONFLICT WITH AN APPLICABLE GREENHOUSE GAS REDUCTION PLAN, POLICY, OR REGULATION.

Impact Analysis: The proposed project would involve the demolition of existing structures and construction of a mixed-use transit-oriented community with office, retail, hotel, transit, community facilities, and multi-family residential uses, as well as public and private open space and associated parking and landscaping. Project-related GHG emissions would include emissions from direct and indirect sources. Direct project-related GHG emissions include emissions from construction activities, area sources, mobile sources, and refrigerants, while indirect sources include emissions from energy consumption, water demand, and solid waste generation. CalEEMod was used to calculate project-related GHG emissions. Although the existing structures on-site are currently in operations, as a conservative analysis, emissions from existing uses on-site were not modeled or deducted from project-generated emissions.

CalEEMod relies upon trip data provided in *Oceanside Transit Center Specific Plan CEQA Transportation Analysis* (Transportation Analysis) prepared by Stantec, dated March 26, 2024, and project-specific land use data to calculate emissions. Table 5.10-1, *Project Annual Greenhouse Gas Emissions*, presents the estimated proposed project's GHG emissions. CalEEMod outputs are contained within Appendix 11.9.

Table 5.10-1
Project Annual Greenhouse Gas Emissions

Source	CO_2	CH_4	N_2O	Refrigerants	CO_2e
	Metric Tons/year[1]				
Direct Emissions[4]					
Construction (amortized over 20 years)[3]	273.50	0.01	0.02	0.27	281.30
Area Source	517.00	0.53	<0.01	0.00	531.00
Mobile Source	7,473.00	0.36	0.30	10.20	7,583.00
Refrigerants	0.00	0.00	0.00	42.30	42.30
Total Direct Emissions[2]	8,263.50	0.90	0.33	52.77	8,437.60
Indirect Emissions[4]					
Energy	2,681.00	0.17	0.01	0.00	2,690.00
Water Demand	82.30	1.23	0.03	0.00	122.00
Solid Waste	54.40	5.44	0.00	0.00	190.00
Total Indirect Emissions[2]	2,817.70	6.84	0.04	0.00	3,002.00
Total Project-Related Emissions[2]	***11,439.60 $MTCO_2e$/year***				

Notes: Carbon dioxide equivalent = CO_2e; metric tons of carbon dioxide equivalent per year = $MTCO_2e$ per year
1. Project emissions were calculated using CalEEMod version 2022.1.
2. Totals may be slightly off due to rounding.
3. Total Project construction GHG emissions equate to 5,626 $MTCO_2e$. Construction is amortized over the lifetime of the Project (assumed to be 20 years).
4. Emission reductions applied in the CalEEMod model, or "mitigated emission", include regulatory requirements such as compliance with AB 341, which requires solid waste diversion.

Refer to Appendix 11.9, *Air Quality/Greenhouse Gas Emissions/Energy Data* for detailed model input/output data.

Direct Project-Related Sources of Greenhouse Gases

Construction Emissions

Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 20 years), then added to the operation emissions.[8] As shown in Table 5.10-1, the proposed project would result in 281.30 $MTCO_2e$ per year when amortized over 20 years (or a total of 5,626.00 $MTCO_2e$ in 20 years).

Area Source

Area source emissions were calculated using CalEEMod and project-specific land use data. Project-related area sources include exhaust emissions from landscape maintenance equipment, such as lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the site. As noted in Table 5.10-1, the proposed project would result in 531.00 $MTCO_2e$ per year of area source GHG emissions.

Mobile Source

According to the Transportation Analysis, the proposed project would generate 6,261 daily trips, including 441 a.m. peak hour trips and 603 p.m. peak hour trips. It should be noted that as a conservative analysis, vehicle miles traveled (VMT) reduction from the Transportation Demand

[8] The 20-year amortized project lifetime construction emission is based on the City of Oceanside Climate Action Plan Consistency Checklist Applicability Section.

Management (TDM) plan prepared for the project was not accounted for in the model, which is a conservative approach for the purpose of mobile source emissions analysis. Based on the proposed project-generated daily vehicle trips, the proposed project would result in approximately 7,583.00 $MTCO_2e$ per year of mobile source-generated GHG emissions; refer to Table 5.10-1. As shown in Table 5.10-1, the predominant source of the proposed project GHG emissions would come from mobile emissions. It should be noted that neither the lead agency, nor the project applicant has authority to control the rates of GHG emissions from vehicles that would travel to and from the proposed project.

Refrigerant

Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are HFCs or blends thereof, which can have high global warming potentials (GWP) values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime, and then derives average annual emissions from the lifetime estimate. As noted in Table 5.10-1, the proposed project would result in 42.30 $MTCO_2e$ per year of GHG emissions from refrigerants.

Indirect Project-Related Sources of Greenhouse Gases

Energy Consumption

Energy consumption emissions were calculated using the CalEEMod model and project specific land use data. On-site electricity would be provided by San Diego Gas and Electric (SDG&E). As shown in Table 5.10-1, the project would indirectly result in 2,690.00 $MTCO_2e$/year GHG emissions due to energy consumption.

Water Demand

The City of Oceanside Water Utilities Department provides water and wastewater service to the project site. The project is anticipated to consume approximately 38.97 million gallons of water per year, resulting in 122.00 $MTCO_2e$/year.

Solid Waste

Solid waste emissions associated with operations of the project were calculated using the CalEEMod model and project-specific land use data. Per AB 341, the project would be required to reduce, recycle, or compost at least 50 percent of the solid waste generated. Therefore, a 50 percent reduction in solid waste was modeled in the CalEEMod. Table 5.10-1 shows the project's operational solid waste emissions, which would result in 190.00 $MTCO_2e$/year.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 5.10-1, the total amount of project related operational GHG emissions from direct and indirect sources combined would be 11,439.60 $MTCO_2e$ per year. The City has established a bright line threshold of significant for GHG impacts of 900 $MTCO_2$ annually, with construction-related emissions amortized over 20 years. Since the project would generate emissions over the City's bright line threshold, a consistency analysis with the CAP is required.

Consistency Analysis

The project's GHG plan consistency analysis is based on the project's consistency with the City's CAP Consistency Checklist, CARB 2022 Scoping Plan, and SANDAG 2021 Regional Plan.

CAP Checklist Consistency Analysis

The CAP 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 CAP identifies measures the Oceanside community will take to make progress towards meeting the State's 2050 GHG reduction goal. As analyzed in Table 5.10-2, *Climate Action Plan Checklist Consistency Analysis*, the project would be consistent with the CAP Consistent Checklist. Refer to Appendix 11.8 for the complete CAP Consistent Checklist.

Table 5.10-2
Climate Action Plan Checklist Consistency Analysis

Checklist Item	Project Consistency Analysis
Renewable Energy Facilities. If the project meets one or more of the thresholds outlined in Section 3047 of the Zoning Ordinance, will the project purchase an energy portfolio comprised of at least 75 percent renewable, emissions-free electricity?	**Consistent.** The project would construct more than 25 dwelling units, and therefore is subject to compliance with Article 30, Section 3047 of the Zoning Ordinance. As such, the project would be conditioned to install and maintain renewable energy facilities (e.g. solar photovoltaic systems) that supply at least 50 percent of forecasted electricity demand. In the event that installing a renewable energy facility is not feasible, the applicant can purchase an energy portfolio comprising at least 75 percent renewable, emissions-free energy, if available via the local electric utility provider. However, energy portfolios comprised of at least 75 percent renewable are not available at the time of preparation of this EIR. As such, installation must be completed prior to building occupancy or through the issuance of a bond with timing of installation to be approved by the City Planner.
Electric Vehicle Parking and 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 Zoning Ordinance?	**Consistent.** The project would include more than 5 parking spaces, and therefore is required to implement this measure per Section 3048 of the Zoning Ordinance. The proposed project includes assigned spaces for electric vehicles (EV). Specifically, 40 percent of required parking spaces shall be dedicated to EV parking, 25 percent of which shall provide charging stations. Therefore, the project is compliance with the requirements of Section 3048 of the Zoning Ordinance. As such, the project would be consistent with the requirement.
Recycled Water Infrastructure. Will the project install infrastructure to provide for recycled water service as required by the City's Water Utilities Department?	**Consistent.** The City of Oceanside Water Utilities Department has a future capital improvement project to install a recycled water main in Seagaze Drive and South Tremont Street. The project is required to locate separate irrigation meters along Seagaze and South Tremont Street and/or extend recycled water mainline facilities into the project to allow for future recycled water irrigation services to support the project. As such, the project would be consistent with the requirement.
Transportation Demand Management (TDM). Per Section 3050 of the Zoning Ordinance, is the project expected to prepare and implement a transportation demand management (TDM) plan that achieves a minimum 20 percent alternative commute mode share, with alternative commute modes being those that do not involve single-	**Consistent**. The project is a transit-oriented mixed-use development. Proposed transit improvements and enhancements to the pedestrian and bicycle networks are designed to increase transit ridership, especially through better commuter connections, enhanced walkability and livability, and improved safety and convenience of on-site circulation. A TDM plan was prepared for the project, which included TDM measures including improvements to adjacent bicycle facilities, provide pedestrian network

Checklist Item	Project Consistency Analysis
occupancy vehicle commute trips in combustion engine vehicles?	improvements, implement traffic calming measures, improve transit access, safety, and comfort, and include bike share, electric bike, and scootershare stations. The TDM plan also included Employer Commute Trip Reduction (CTR) Programs for the NCTD Office and the Hotel, which would meet the City's CAP target of 20 percent reduction in employee commute trips. As such, the project would be consistent with the requirement.
Urban Forestry. Will the project comply with the minimum tree canopy and permeable surface area requirements outlined in Section 3049 of the Zoning Ordinance?	**Consistent**. The proposed site design anticipates 16 percent tree canopy coverage which exceeds the mandatory 12 percent of City's Urban Forestry Ordinance. The applicant and successor also agree to maintain minimum tree canopy and permeable surface area throughout the life of the project. As such, the project would be consistent with the requirement.
Source: City of Oceanside, *Climate Action Plan Consistency Checklist*, September 30, 2021. Also see Appendix 11.9.	

2022 Scoping Plan Consistency Analysis

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector. Provided in Table 5.10-3, *2022 Scoping Plan: AB 32 GHG Inventory Sectors Consistency Analysis*, is an evaluation of applicable reduction actions/strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions/strategies outlined in the 2022 Scoping Plan.

Table 5.10-3
2022 Scoping Plan: AB 32 GHG Inventory Sectors Consistency Analysis

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25 percent below 2019 levels by 2030, and 30 percent below 2019 levels by 2045.	**Consistent**. The project proposes transit improvements and enhancements to the pedestrian and bicycle networks that are designed to increase transit ridership, especially through better commuter connections and enhanced walkability and livability. The project would also provide bicycle parking spaces and electric vehicle parking stalls which would promote alternative mode of transportation. In addition, according to the Transportation Analysis, the project is located in a low-VMT generating area, the retail component is locally serving, the project includes transit improvements, and the project's hotel is not a destination resort, all of which reduce VMT generation. A TDM plan was also prepared for the project, which included TDM measures and Employer Commute Trip Reduction (CTR) Programs that would reduce VMT. As such, the project would be consistent with this action.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed Statewide by 2030.	**Consistent.** The project is expected to use natural gas for heating and/or cooking on-site. The City of Oceanside has not adopted an ordinance or program limiting the use of natural gas for on-site cooking and/or heating. However, if adopted, the project would comply with the applicable goals or policies limiting the use of natural gas equipment in the future. Furthermore, the project would install high efficiency lighting and appliances. As such, the project would be consistent with this action.
Construction Equipment	
Achieve 25 percent of energy demand electrified by 2030 and 75 percent electrified by 2045.	**Consistent.** The City of Oceanside has not adopted an ordinance or program requiring electricity-powered construction equipment. However, if adopted, the project would comply with the applicable goals or policies requiring the use of electric construction equipment in the future. As such, the project would be consistent with this action.
Non-combustion Methane Emissions	

Actions and Strategies	Project Consistency Analysis
Divert 75 percent of organic waste from landfills by 2025.	**Consistent**. SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. The project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383. As such, the project would be consistent with this action.

Source: California Air Resources Board, *2022 Scoping Plan*, November 16, 2022.

SANGDAG 2021 Regional Plan Consistency Analysis

On December 10, 2021, SANDAG adopted the 2021 Regional Plan. Specially, Chapter 2, *Sustainable Community Strategy – A Framework for the Future*, of the 2021 Regional Plan includes three core strategies that which projects, policies, and programs in accordance with the 2021 Regional Plan would be organized and implemented around. Table 5.10-4, *2021 Regional Plan Consistency Analysis*, shows the project's consistency with these core strategies. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2021 Regional Plan.

Table 5.10-4
2021 Regional Plan Consistency Analysis

Reduction Strategy	Project Consistency Analysis
Invest in a reimagined transportation system: Build a network and fund services that include multimodal roadways; an expanded network of fast, frequent, and low-cost transit; 21st-century technology that manages the entire transportation system and connects people to on-demand services; and zero-emission options for vehicles and micromobility.	**Consistent.** The project proposes to develop a transit-oriented development around the existing NCTD transit center with transit improvements and enhancements to the pedestrian and bicycle networks that are designed to increase transit ridership, especially through better commuter connections and enhanced walkability and livability. As such, the project would be consistent with this strategy.
Incentivize sustainable growth and development: Collaborate with local jurisdictions and fund programs that accelerate housing production while also addressing the intertwined issues of equity, climate resilience, and mobility.	**Consistent.** The project proposes 547 multi-family residential units, 15 percent of which (approximately 82 units) would be affordable units. The project also proposes hotel rooms and commercial uses that include offices and parking. Therefore, the project would accelerate housing production while also addressing the intertwined issues of equity, climate resilience, and mobility by providing housing for both the general population and low-income population. As such, the project would be consistent with this strategy.
Implement innovative demand and system management: Reduce solo driving and congestion through increased remote work, carsharing, vanpooling, pricing strategies, and parking-management programs that leverage partnerships and technology.	**Consistent.** As discussed above, the project would reserve 40 percent of required parking spaces as EV parking, 25 percent of which would include charging stations on-site. The project would also implement TDM strategies to provide residences and employees multiple transportation choices. Additionally, the project would propose transit improvements. As such, the project would be consistent with this strategy.

Source: San Diego Association of Governments, *San Diego Forward: The 2021 Regional Plan*, December 10, 2021.

Conclusion

In summary, the plan consistency analysis provided above demonstrates that the proposed project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in the City's CAP Consistent Checklist, CARB 2022 Scoping Plan, and SANDAG 2021

Regional Plan. Therefore, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs, and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.10.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts."

- **GREENHOUSE GAS EMISSIONS GENERATED BY THE PROJECT AND OTHER RELATED CUMULATIVE PROJECTS COULD HAVE A SIGNIFICANT CUMULATIVE IMPACT ON GLOBAL CLIMATE CHANGE OR COULD CONFLICT WITH AN APPLICABLE GREENHOUSE GAS REDUCTION PLAN, POLICY, OR REGULATION.**

Impact Analysis: Project-related GHG emissions are not confined to a particular air basin; instead, GHG emissions are dispersed worldwide. No single project is large enough to result in a measurable increase in global concentrations of GHG emissions. GHG impacts are recognized as exclusively cumulative impacts, and there are no non-cumulative GHG emission impacts from a climate change perspective. As such, significant direct impacts associated with the project also serve as the project's cumulative impact. As analyzed in Impact Statement GHG-1, the proposed project would be consistent with applicable measures in the City's CAP Checklist, CARB 2022 Scoping Plan, and SANDAG 2021 Regional Plan, and the project's GHG emissions impacts would be considered less than significant. Thus, the project would not cumulatively contribute to GHG impacts and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.10.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to GHG emissions have been identified.

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5.11 ENERGY

This section describes the existing energy conditions of the project site, identifies associated regulatory requirements, and evaluates potential energy impacts related to implementation of the project. The following analysis is based on the latest version of California Emissions Estimator Model (CalEEMod), Version 2022.1, to estimate the project's energy use. Energy technical data is included in Appendix 11.9, *Air Quality/Greenhouse Gas Emissions/Energy Data*.

5.11.1 EXISTING SETTING

ELECTRICITY/NATURAL GAS SERVICES

San Diego Gas and Electric (SDG&E) provides electrical services in San Diego County, including the City, through State-regulated public utility contracts. SDG&E provides electrical services to 3.7 million customers through 1.49 electric meters located in a 4,100-square-mile service area. Over the past 15 years, electricity generation in California has undergone a transition. Historically, California has relied heavily on oil- and gas-fired plants to generate electricity. Spurred by regulatory measures and tax incentives, California's electrical system has become more reliant on renewable energy sources, including cogeneration, wind energy, solar energy, geothermal energy, biomass conversion, transformation plants, and small hydroelectric plants. Unlike petroleum production, generation of electricity is usually not tied to the location of the fuel source and can be delivered great distances via the electrical grid. The generating capacity of a unit of electricity is expressed in megawatt (MW). One MW provides enough energy to power 1,000 average California homes per day. Net generation refers to the gross amount of energy produced by a unit; minus the amount of energy the unit consumes. Generation is typically measured in megawatt-hours (MWh), kilowatt-hours (kWh), or gigawatt-hours (GWh).

The Southern California Gas Company (SoCalGas) provides natural gas services to the City. Natural gas is a hydrocarbon fuel found in reservoirs beneath the earth's surface and is composed primarily of methane (CH_4). It is used for space and water heating, process heating and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to increase in the coming years because it is a relatively clean alternative to other fossil fuels like oil and coal. In California and throughout the western United States, many new electrical generation plants that are fired by natural gas are being brought online. Thus, there is great interest in importing liquefied natural gas from other parts of the world. Nearly 45 percent of the electricity consumed in California was generated using natural gas.[1] While the supply of natural gas in the United States and production has increased greatly, California produces little, and imports 90 percent of its natural gas.[2]

[1] California Energy Commission, *Supply and Demand of Natural Gas in California*, https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california, accessed March 20, 2024.

[2] Ibid.

ENERGY USAGE

Energy usage is typically quantified using the British Thermal Unit (BTU). Total energy usage in California was 7,387.9 trillion BTU in 2021 (the most recent year for which this specific data is available), which equates to an average of 190 million BTU per capita.[3,4] Of California's total energy usage, the breakdown by sector is 48.0 percent transportation, 24.2 percent industrial, 12.7 percent commercial, and 24.2 percent residential.[5] Electricity and natural gas in California are generally consumed by stationary users such as residences and commercial and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use. In 2022, taxable gasoline sales (including aviation gasoline) in California accounted for 13,919,678,835 gallons of gasoline.[6]

The electricity and natural gas consumption attributable to San Diego County from 2011 to 2022 is shown in Table 5.11-1, *Electricity Consumption in San Diego County 2011-2022*,[7] and Table 5.11-2, *Natural Gas Consumption in San Diego County 2011-2022*,[8] respectively.

Table 5.11-1
Electricity Consumption in San Diego County 2011-2022

Year	Electricity Consumption (in millions of kilowatt hours)
2011	19,121
2012	19,548
2013	19,594
2014	19,899
2015	19,872
2016	19,641
2017	19,361
2018	19,479
2019	18,988
2020	19,044
2021	19,765
2022	20,243

Source: California Energy Commission, *Electricity Consumption by County*, http://www.ecdms. energy.ca.gov/elecbycounty.aspx, accessed March 20, 2024.

[3] United States Census Bureau, *California Population as of July 1, 2023*, https://www.census.gov/quickfacts/fact/table/CA/POP010220#POP010220, accessed March 20, 2024.

[4] U.S. Energy Information Administration, *Table F35: Total Energy Consumption, Price, and Expenditure Estimates, 2021*, https://www.eia.gov/state/seds/sep_fuel/html/fuel_te.html, accessed March 20, 2024.

[5] U.S. Energy Information Administration, *California Energy Consumption by End-Use Section, 2021*, https://www.eia.gov/beta/states/states/ca/overview, accessed March 20, 2024.

[6] California Department of Tax and Fee Administration, *Net Taxable Gasoline Gallons*, https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm, accessed March 20, 2024.

[7] California Energy Commission, *Electricity Consumption by County*, www.ecdms.energy.ca.gov/elecbycounty.aspx, accessed March 20, 2024.

[8] California Energy Commission, *Gas Consumption by County*, www.ecdms.energy.ca.gov/gasbycounty.aspx, accessed March 20, 2024.

Table 5.11-2
Natural Gas Consumption in San Diego County 2011-2022

Year	Natural Gas Consumption (in millions of therms)
2011	529
2012	515
2013	528
2014	451
2015	453
2016	473
2017	480
2018	483
2019	534
2020	505
2021	524
2022	522

Source: California Energy Commission, *Gas Consumption by County*, http://www.ecdms.energy. ca.gov/gasbycounty.aspx, accessed March 20, 2024.

GASOLINE/DIESEL FUELS

Automotive fuel consumption in San Diego County from 2012 to 2024 is shown in Table 5.11-3, *Automotive Fuel Consumption in San Diego County 2012-2024*; projections for the year 2024 are also shown.

Table 5.11-3
Automotive Fuel Consumption in San Diego County 2012-2024

Year	On-Road Fuel Consumption (Gallons)	Off-Road Fuel Consumption (Gallons)
2012	1,597,988,842	17,436,930
2013	1,612,660,929	17,581,105
2014	1,626,904,646	17,651,900
2015	1,669,275,792	17,669,041
2016	1,717,089,230	17,619,444
2017	1,728,430,239	17,513,767
2018	1,715,417,218	17,343,893
2019	1,682,218,661	17,117,131
2020	1,476,175,261	13,966,650
2021	1,654,311,359	13,959,893
2022	1,646,043,654	13,957,081
2023	1,629,247,400	13,956,817
2024 (projected)	1,603,364,484	13,895,593

Source: California Air Resources Board, *EMFAC2021*, accessed March 20, 2024.

5.11.2 REGULATORY SETTING

STATE LEVEL

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24)

In 1978, the California Energy Commission (CEC) established the Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24,", California's energy efficiency standards for residential and non-residential buildings, in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. The 2022 Title 24 became effective on January 1, 2023. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more.

California Green Building Code

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2023. CALGreen is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed CALGreen in an effort to meet the State's landmark initiative Assembly Bill (AB) 32 goals, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHG) emissions to 1990 levels by 2020. CALGreen was developed to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, and healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.

California Energy Commission Integrated Energy Policy Report

In 2002, the California State legislature adopted Senate Bill (SB) 1389, which requires the California Energy Commission's (CEC) to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

The CEC adopted the 2023 Integrated Energy Policy Report (2023 IEPR) on February 14, 2024. The 2023 IEPR provides the results of the CEC's assessments of a variety of energy issues facing

California, many of which will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. The 2023 IEPR discusses speeding connection of clean resources to the electricity grid, the potential use of clean and renewable hydrogen, and the California Energy Demand Forecast to 2040.

State of California Energy Action Plan

The CEC and California Public Utilities Commission (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 two years.

At the beginning of 2008, the 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 producing a new energy action plan, the CEC and CPUC prepared an "update" that examines the State's ongoing actions in the context of global climate change.

Senate Bill 1078 (2002) 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 percent standard by December 31, 2017. These retail sellers include electrical corporations, community choice aggregators, and electric service providers. The bill relatedly required the 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 percent 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 percent of their electricity from eligible renewable energy resources by 2020. Specifically, SB X1-2 sets a three-stage compliance period: by December 31, 2013, 20 percent shall come from renewables; by December 31, 2016, 25 percent shall come from renewables; and by December 31, 2020, 33 percent shall come from renewables.

SB 350 (2015) requires retail seller and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030, with interim goals of 40 percent by 2024 and 45 percent by 2027. SB 100 (2018) accelerated and expanded the standards set forth in SB 350 by establishing that 44 percent of the total electricity sold to retail customers in California per year by December 31, 2024; 52 percent by December 31, 2027; and 60 percent by December 31, 2030, be secured from qualifying renewable energy sources.

SB 100 also states that it is the policy of the State that eligible renewable energy resources and zero-carbon resources supply 100 percent of the retail sales of electricity to California. This bill requires that the achievement of 100 percent zero-carbon electricity resources does not increase the carbon

emissions elsewhere in the western grid and that the achievement not be achieved through resource shuffling.

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

AB 1007 (2005) required the CEC to prepare a statewide plan to increase the use of alternative fuels in California (State Alternative Fuels Plan). The 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.

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 percent 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 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 5.10, *Greenhouse Gas Emissions*.

LOCAL LEVEL

SDG&E 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 percent of the total energy in the portfolio).[9] 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 percent of its energy mix came from delivering renewable resources (compared to an RPS requirement of 29 percent), 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

[9] SDG&E, *Supplier Diversity—Partnering to Build a Better Business, 2019 Year in Review. Diverse Business Enterprises 2019 Annual Report, 2020 Annual Plan.* March 1, 2020, https://www.sdge.com/sites/default/files/documents/SDG&E_Annual_Report_Partnering_to_Build_a_Better_Business-2019.pdf, accessed April 5, 2023.

purposes until after 2030. SDG&E is forecasted to reach 49 percent renewable energy in 2021, 98 percent of which will be from long-term contracts.[10]

City of Oceanside General Plan

The Energy and Climate Action Element (ECAE) of the General Plan was adopted in May 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.

5.11.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in Appendix 11.1, of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (refer to Impact Statement EN-1); and/or

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency (refer to Impact Statement EN-2).

Appendix F of the *CEQA Guidelines* is an advisory document that assists environmental document preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis in Impact Statement EN-1 relies upon Appendix F of the *CEQA Guidelines*, which includes the following criteria to determine whether this threshold of significance is met:

- **Criterion 1**: The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
- **Criterion 2**: The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- **Criterion 3**: The effects of the project on peak and base period demands for electricity and other forms of energy.

[10] EIA, *California State Energy Profile*, Last updated March 17, 2022, https://www.eia.gov/state/print.php?sid=CA, accessed April 5, 2023.

- **Criterion 4**: The degree to which the project complies with existing energy standards.
- **Criterion 5**: The effects of the project on energy resources.
- **Criterion 6**: The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Quantification of the project's energy usage is presented and addresses **Criterion 1**. The discussion on construction-related energy use focuses on **Criteria 2, 4,** and **5**. The discussion on operational energy use is divided into transportation energy demand and building energy demand. The transportation energy demand analysis discusses **Criteria 2, 4,** and **6**, and the building energy demand analysis discusses **Criteria 2, 3, 4,** and **5**.

Based on these standards/criteria, the effects of the project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of goals, policies, standards, or mitigation, it is categorized as a significant and unavoidable impact.

5.11.4 IMPACTS AND MITIGATION MEASURES

ENERGY CONSUMPTION

EN-1 THE PROJECT COULD RESULT IN WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES.

Impact Analysis: Electricity, natural gas, and fuel consumption associated with the project has been prepared utilizing the CalEEMod and the 2021 CARB EMission FACtor (EMFAC2021) model. Energy consumption was calculated for the project; refer to Appendix 11.9. Although the existing structures on-site are currently in operations, as a conservative analysis, energy consumption from existing uses on-site were not modeled or deducted from project consumptions. The project's electricity, natural gas, and fuel consumption depicted in Table 5.11-4, *Project and Countywide Energy Consumption*, summarize the estimated energy consumption for the project. As shown in Table 5.11-4, the project's energy usage would constitute an approximate 0.0365 percent increase over the County's typical annual electricity consumption, and an approximate 0.0255 percent increase over the County's typical annual natural gas consumption. Additionally, the project's off-road construction equipment diesel fuel consumption, on-road construction fuel consumption, and operational vehicle fuel consumption would increase San Diego County's consumption by 0.4536 percent, 0.0294 percent, and 0.0748 percent, respectively (**CEQA Appendix F - Criterion 1**).

Table 5.11-4
Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	San Diego County Annual Energy Consumption[2]	Percentage Increase Countywide
Electricity Consumption[3]	7,394 MWh	20,242,901 MWh	0.0365%
Natural Gas Consumption[3]	132,969 therms	522,309,244 therms	0.0255%
Fuel Consumption			
Construction Off-road Consumption[3]	63,125 Gallons	13,916,572 Gallons	0.04536%
Construction On-road Consumption[3]	541,236 Gallons	1,533,468,055 Gallons	0.0294%
Operational Automotive Fuel Consumption[3]	1,105,137 Gallons	1,477,500,314 Gallons	0.0748%

Notes:
1. As modeled in CalEEMod version 2022.1.
2. The project's electricity and natural gas consumption are compared to the total consumption in San Diego County in 2022. The project increases in construction off-road and on-road fuel consumption are compared with the projected San Diego Countywide off-road construction fuel consumption and San Diego Countywide on-road fuel consumption in 2026, respectively. The project increase in automotive fuel consumption is compared with the projected Countywide on-road fuel consumption in 2028.
   San Diego County electricity consumption data source: California Energy Commission, *Electricity Consumption by County*, http://www.ecdms. energy.ca.gov/elecbycounty.aspx, accessed March 20, 2024.
   San Diego County natural gas consumption data source: California Energy Commission, *Gas Consumption by County*, http://www.ecdms.energy. ca.gov/gasbycounty.aspx, accessed March 20, 2024.
3. Project fuel consumption is calculated based on CalEEMod results for the project. Trip generation and vehicle miles traveled modeled are based on *Oceanside Transit Center Specific Plan CEQA Transportation Analysis* (Transportation Analysis) prepared by Stantec, on March 26, 2024. Countywide fuel consumption is from the California Air Resources Board's EMFAC2021 model.

Refer to Appendix 11.9 for assumptions used in this analysis.

CONSTRUCTION-RELATED ENERGY

During construction, the project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during grading, paving, building construction, and architectural coatings. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (EPA) and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. In addition, because the cost of fuel and transportation is a significant aspect of construction budgets, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (**CEQA Appendix F - Criterion 4**).

Significant reductions in energy inputs for construction materials can be achieved by selecting green building materials composed of recycled materials that require less energy to produce than non-

recycled materials.[11] The integration of green building materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these building industry source materials.[12] The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. As indicated in Table 5.11-4, the project's off-road and on-road fuel consumption from construction would be approximately 63,125 gallons and 451,236 gallons, respectively, which would increase fuel use in the County by 0.4536 percent and 0.0294 percent, respectively. As such, construction would have a nominal effect on the local and regional energy supplies (**CEQA Appendix F - Criterion 2**). It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient that at comparable construction sits in the region or State (**CEQA Appendix F - Criterion 5**). Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. As such, a less than significant impact would occur in this regard.

OPERATIONAL ENERGY CONSUMPTION

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 5.11-4 estimates the annual fuel consumed by vehicles traveling to and from the project site. It should be noted that as a conservative analysis, vehicle miles traveled (VMT) reduction from the Transportation Demand Management (TDM) plan prepared for the project was not accounted for in the model. As indicated in Table 5.11-4, project operation is estimated to consume approximately 1,105,137 gallons of fuel per year, which would increase the Countywide automotive fuel consumption by 0.0748 percent. As such, the project does not propose any unusual features that would result in excessive long-term operational fuel consumption (**CEQA Appendix F - Criterion 2**).

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the project. However, the project would include on-site electric vehicle charging stations in parking lots and bicycle parking and storage spaces in compliance with the CALGreen Code. This project design feature would encourage and support the use of electric vehicles by residents, workers, and visitors of the project and thus reduce petroleum fuel consumption. The project would propose a mixed-use development including commercial and residential land uses which would further reduce fuel consumption. Additionally, the project is proposing transit improvements and enhancements to the pedestrian and bicycle networks that would increase transit ridership through

[11] California Department of Resources Recycling and Recovery, *Green Building Materials*, https://www.calrecycle.ca.gov/greenbuilding/materials#Material, accessed March 20, 2024.

[12] Ibid.

better commuter connections, enhanced walkability and livability, and improved alternative modes of transportation (**CEQA Appendix F - Criterion 4** and **Criterion 6**).

Therefore, fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. A less than significant impact would occur.

Building Energy Demand

The CEC developed 2024 to 2040 forecasts for energy consumption and peak demand in support of the 2023 IEPR for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections. The CEC forecasted baseline electricity consumption grows at a rate of about 1.7 percent annually through 2040.[13] The natural gas consumption grows at a rate of about 0.2 percent annually through 2035.[14] As shown in Table 5.11-4, operational energy consumption of the project would represent approximately 0.0365 percent increase in electricity consumption and 0.0255 percent increase in natural gas consumption over the current Countywide usage, which would be significantly below CEC's forecasts and the current Countywide usage. Therefore, the project would be consistent with the CEC's energy consumption forecasts and would not require additional energy capacity or supplies (**CEQA Appendix F - Criterion 2**). The project would also consume energy during the same time periods as other residential and commercial developments. As a result, the project would not result in unique or more intensive peak or base period electricity demand (**CEQA Appendix F - Criterion 3**).

The project would be required to comply with the most current version of the Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating, and cooling equipment, building insulation and roofing, and lighting. Implementation of the 2022 Title 24 standards significantly reduces energy usage. The Title 24 Building Energy Efficiency Standards are updated every three years and become more stringent between each update; therefore, complying with the latest 2022 Title 24 standards would make the project more energy efficient than existing buildings built under the earlier versions of the Title 24 standards (**CEQA Appendix F - Criterion 4**).

Furthermore, the electricity provider, SDG&E, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent of total procurement by 2030, and 100 percent of total procurement by 2045. The project would purchase energy portfolio with at least 75 percent renewable as soon as it becomes available. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects would not result in the waste of the finite energy resources (**CEQA Appendix F - Criterion 5**).

[13] California Energy Commission, *2023 Integrated Energy Policy Report*, page 130, February 14, 2024.

[14] Based on 2023 Integrated Energy Policy Report, the gas forecast is updated every two years, in odd years. As such, the natural gas consumption shown here is based on the California Energy Commission, *Final 2022 Integrated Energy Policy Report Update*, page 140, May 10, 2023.

It is acknowledged that the project would construct more than 25 dwelling units, and therefore is subject to compliance with Article 30, Section 3047 of the Zoning Ordinance. As such, the project would be conditioned to install and maintain renewable energy facilities (e.g., solar photovoltaic systems) that supply at least 50 percent of forecasted electricity demand. At this time, solar energy is not feasible for the proposed project. In the event that installing a renewable energy facility is not feasible, the applicant can purchase an energy portfolio comprising at least 75 percent renewable, emissions-free energy, if available via the local electric utility provider. However, energy portfolios comprised of at least 75 percent renewable are not available at the time of preparation of this EIR. As such, installation must be completed prior to building occupancy or through the issuance of a bond with timing of installation to be approved by the City Planner.

Therefore, the project would not cause wasteful, inefficient, and unnecessary consumption of building energy during project operation, or preempt future energy development or future energy conservation. A less than significant impact would occur.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

CONFLICT WITH APPLICABLE ENERGY PLAN

EN-2 THE PROJECT COULD CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY.

Impact Analysis: The project would meet the Title 24 and CALGreen standards to reduce energy demand and increase energy efficiency. Compliance with Title 24 and CALGreen standards would ensure the project incorporates energy efficient windows, insulation, lighting, ventilation systems, as well as water efficient fixtures and electric vehicles charging infrastructure. Additionally, per the RPS, the project would utilize electricity provided by SDG&E that would achieve 60 percent of total procurement by 2030, and 100 percent renewable energy by 2045. In addition, as discussed in Section 5.10, *Greenhouse Gas Emissions*, the project would be consistent with the *City of Oceanside Climate Action Plan*, which ensures the project's consistency with the ECAE. Therefore, the project would result in less than significant impacts associated with renewable energy or energy efficiency plans.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.11.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts."

ENERGY CONSUMPTION AND PLAN CONSISTENCY

- **IMPLEMENTATION OF THE PROJECT AND OTHER CUMULATIVE PROJECTS COULD RESULT IN WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES OR CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY.**

Impact Analysis: The geographic context for cumulative energy consumption impacts for electricity and natural gas is Countywide and relative to SDG&E's and SoCalGas' service areas. While the geographic context for transportation-related energy use is more difficult to define, it is meaningful to consider the project in the context of Countywide consumption. Future growth within the County is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure. As stated above, the project would nominally increase the County's electricity, natural gas, off-road construction fuel consumption, on-road construction fuel consumption, and operational fuel consumption by 0.0365, 0.0255, 0.4536, 0.0294, and 0.0748 percent, respectively; refer to Table 5.11-4. Additionally, per the RPS, the project and cumulative projects identified in Table 4-1 would utilize electricity provided by SDG&E that would be comprised of 60 precent renewable energy by 2030 and 100 percent renewable energy by 2045. Furthermore, the project and other cumulative projects in the site vicinity would be subject to Title 24 and CALGreen standards. Thus, the project and related projects would comply with energy conservation plans and efficiency standards required to ensure that energy is used efficiently. As such, implementation of the project and other cumulative projects would not result in wasteful, inefficient, or unnecessary consumption of energy resources, and the project's cumulatively considerable impacts would be less than significant.

Mitigation Measures: No mitigation measures required.

Level of Significance: Less Than Significant Impact.

5.11.6 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to energy have been identified.

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5.12 NOISE

The purpose of this section is to evaluate noise source impacts to surrounding land uses as a result of implementation of the proposed project. This section evaluates short-term construction-related impacts, as well as long-term operational impacts. Mitigation measures are also recommended to avoid or lessen the project's noise and vibration impacts. Information in this section is based on the *City of Oceanside General Plan* (General Plan) and the *City of Oceanside Municipal Code* (Municipal Code). Noise measurement and traffic noise modeling data can be found in Appendix 11.10, *Noise Data*.

5.12.1 EXISTING SETTING

NOISE SCALES AND DEFINITIONS

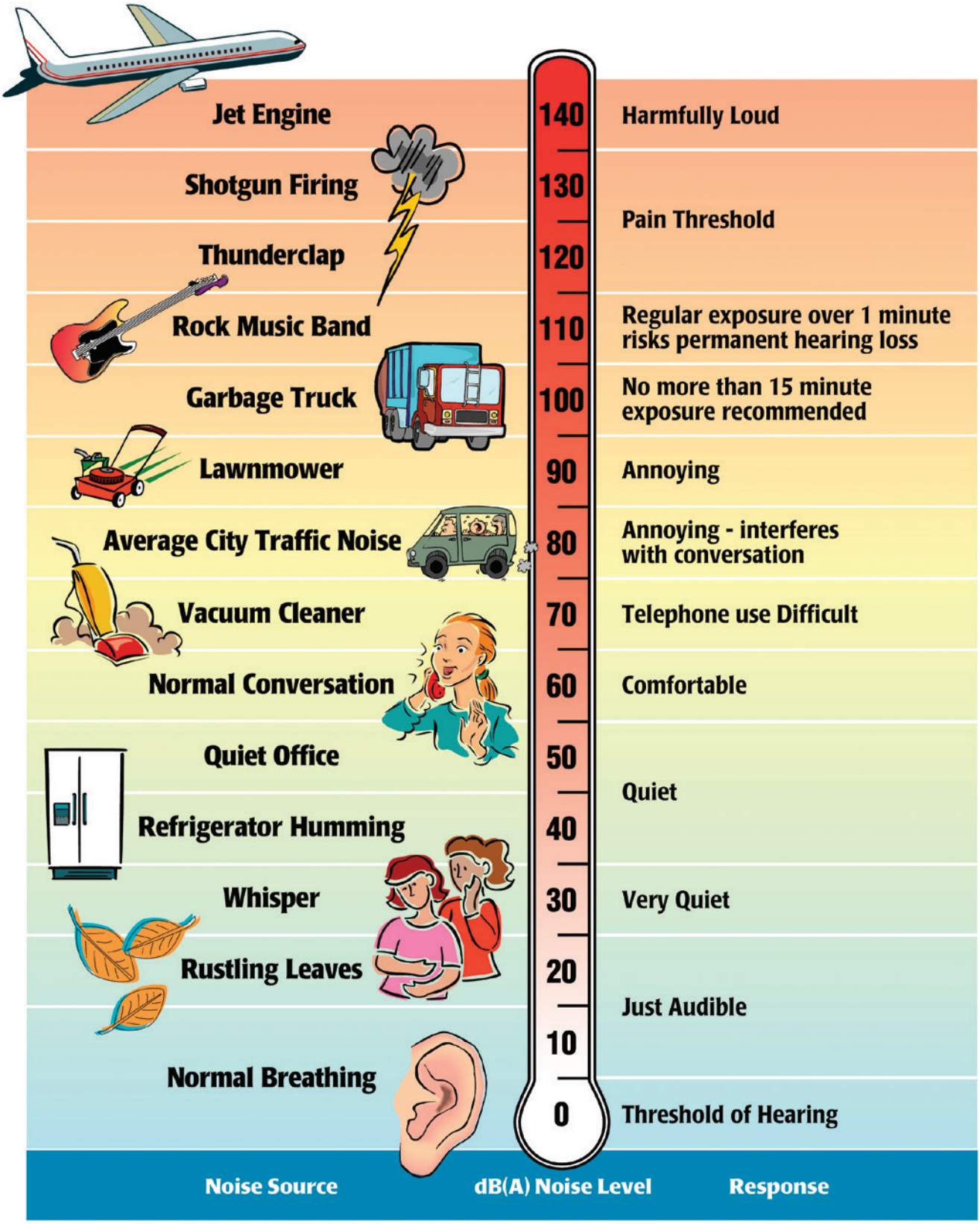
Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud, and 20 dBA higher four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are illustrated on Exhibit 5.12-1, *Common Environmental Noise Levels*.

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

Numerous methods have been developed to measure sound over a period of time; refer to Table 5.12-1, *Noise Descriptors*.



Source:

Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970.

Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004)*, March 1974.

OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

Common Environmental Noise Levels

Michael Baker INTERNATIONAL

05/2023 • JN 190739

Exhibit 5.12-1

Table 5.12-1
Noise Descriptors

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 PM to 10:00 PM, and +10 dBA for the night, 10:00 PM to 7:00 AM.
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq}. The L_{dn} is calculated by averaging the L_{eq}'s for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 PM to 7:00 AM) by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Exceedance Level (L_n)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L_{01}, L_{10}, L_{50}, L_{90}, respectively) of the time during the measurement period.

Source: Cyril M. Harris, *Handbook of Noise Control*, 1979.

HEALTH EFFECTS OF NOISE

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. However, many factors influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence people's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed."

The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on the community can be organized into six broad categories:

- Noise-Induced Hearing Loss;
- Interference with Communication;
- Effects of Noise on Sleep;
- Effects on Performance and Behavior;

- Extra-Auditory Health Effects; and
- Annoyance.

According to the United States Public Health Service, nearly ten million of the estimated 21 million Americans with hearing impairments owe their losses to noise exposure. Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. It can also disrupt effective communication between teachers and pupils in schools and can cause fatigue and vocal strain in those who need to communicate in spite of the noise.

Interference with communication has proved to be one of the most important components of noise-related annoyance. Noise-induced sleep interference is one of the critical components of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term adverse effects on mood changes and job performance, with the possibility of more serious effects on health if it continues over long periods. Noise can cause adverse effects on task performance and behavior at work, and non-occupational and social settings. These effects are the subject of some controversy, since the presence and degree of effects depends on a variety of intervening variables. Most research in this area has focused mainly on occupational settings, where noise levels must be sufficiently high and the task sufficiently complex for effects on performance to occur.

Annoyance can be viewed as the expression of negative feelings resulting from interference with activities, as well as the disruption of one's peace of mind and the enjoyment of one's environment. Field evaluations of community annoyance are useful for predicting the consequences of planned actions involving highways, airports, road traffic, railroads, or other noise sources. The consequences of noise-induced annoyance are privately held dissatisfaction, publicly expressed complaints to authorities, and potential adverse health effects, as discussed above. In a study conducted by the United States Department of Transportation, the effects of annoyance to the community were quantified. In areas where noise levels were consistently above 60 dBA CNEL, approximately nine percent of the community is highly annoyed. When levels exceed 65 dBA CNEL, that percentage rises to 15 percent. Although evidence for the various effects of noise have differing levels of certainty, noise can affect human health. Most of the effects are, to a varying degree, stress related.

GROUNDBORNE VIBRATION

Sources of groundborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. PPV is typically used for evaluating potential building damage, whereas PPV and RMS vibration velocity amplitudes are used to evaluate human response

to vibration. Typically, groundborne vibration, generated by man-made activities, attenuates rapidly with distance from the source of vibration. Man-made vibration issues are therefore usually confined to short distances (i.e., 500 feet or less) from the source. Both construction and operation of development projects can generate groundborne vibration.

Table 5.12-2, *Human Reaction and Damage to Buildings from Continuous Vibration Levels*, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in Table 5.12-2 should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Table 5.12-2
Human Reaction and Damage to Buildings from Continuous Vibration Levels

Peak Particle Velocity (inch/second)	Human Reaction	Effect on Buildings
0.006–0.019	Range of threshold of perception	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level to which ruins and ancient monuments should be subjected
0.1	Level at which continuous vibrations may begin to annoy people, particularly those involved in vibration sensitive activities	Virtually no risk of architectural damage to normal buildings
0.2	Vibrations may begin to annoy people in buildings	Threshold at which there is a risk of architectural damage to normal dwellings[1]
0.4–0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Architectural damage and possibly minor structural damage

Note:
1. Historic and some old buildings have a threshold of 0.25 PPV (in/sec).

Source: California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, Table 20, April 2020.

SENSITIVE RECEPTORS

Human response to noise varies widely depending on the type of noise, time of day, and sensitivity of the receptor. The effects of noise on humans can range from temporary or permanent hearing loss to mild stress and annoyance due to such things as speech interference and sleep deprivation. Prolonged stress, regardless of the cause, is known to contribute to a variety of health disorders. Noise, or the lack thereof, is a factor in the aesthetic perception of some settings, particularly those with religious or cultural significance. Certain land uses are particularly sensitive to noise, including schools, hospitals, rest homes, long-term medical and mental care facilities, and parks and recreation areas. Residential areas are also considered noise sensitive, especially during the nighttime hours. The site vicinity is predominantly composed of commercial and residential uses. The following receptors were identified as sensitive receptors in the vicinity of the project site:

- The nearest residential use (i.e., single-family) is located adjacent to the east boundary of the project site.
- The nearest institutional use is Grace Christian Center, located approximately 30 feet to the north on Seagaze Drive.
- The closest assisted living facility is Nar Vista Eldora Retirement, located approximately 0.28 mile to the northeast on South Clementine Street.
- The closest park is the Tyson Street Park, located approximately 0.1 mile to the southwest on South Pacific Street.

AMBIENT NOISE MEASUREMENTS

To quantify existing ambient noise levels in the project area, Michael Baker International conducted noise measurements on October 26, 2022; refer to Exhibit 5.12-2, *Noise Measurement Locations*, and Table 5.12-3, *Noise Measurements*. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. Short-term measurements were taken at each site between 10:00 a.m. and 12:00 p.m. Meteorological conditions were clear skies, warm temperatures, with light wind speeds (approximately 0 to 5 miles per hour), and low humidity.

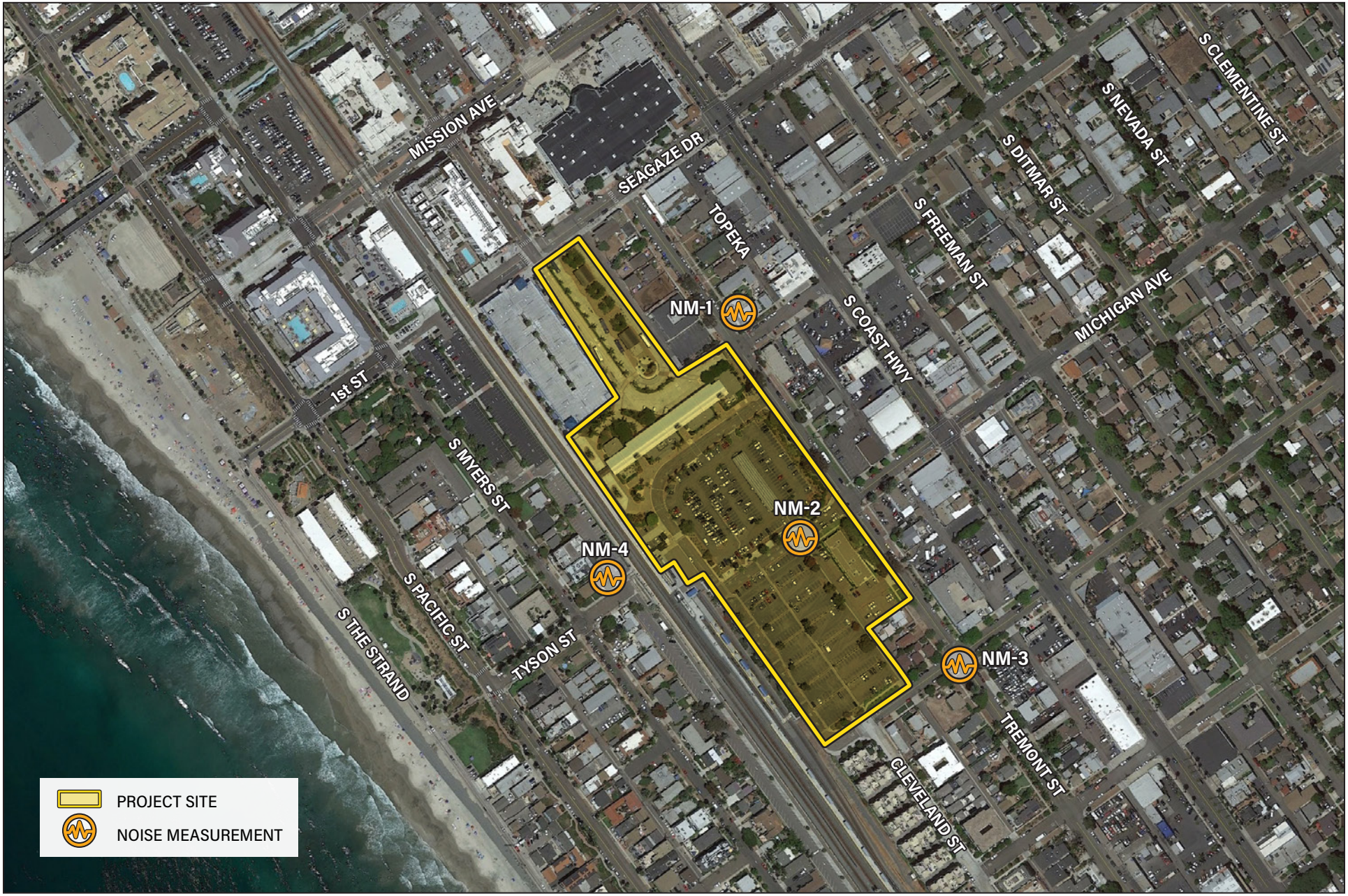
Table 5.12-3
Noise Measurements

Measurement Location Number	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Peak (dBA)	Start Time
1	Corner of Tremont Street/Topeka Street	55.9	44.6	75.4	97.4	10:23 a.m.
2	On-site, along Michigan Street	53.6	45.7	74.2	98.5	10:53 a.m.
3	Corner of Missouri Avenue and Tremont Street	55.2	38.8	73.4	94.3	11:10 a.m.
4	Dead end of Tyson Street	51.7	42.4	69.6	88.4	11:30 a.m.

Notes: dBA = A-weighted decibels; L_{eq} = Equivalent Sound Level; L_{min} = Minimum Sound Level; L_{max} = Maximum Sound Level
Source: Michael Baker International, October 26, 2022; refer to Appendix 11.10, *Noise Data*.

MOBILE SOURCES

To assess the potential for mobile source noise impacts, it is necessary to determine the noise currently generated by vehicles traveling through the project area. Existing roadway noise levels in the vicinity of the project site were projected utilizing noise models in accordance with the Federal Highway Administration's Highway Noise Prediction Model (FHWA RD-77-108) together with several roadway and site parameters. These parameters determine the projected impact of vehicular traffic noise and include the roadway cross-section (such as the number of lanes), roadway width, average daily traffic (ADT), vehicle travel speed, percentages of auto and truck traffic, roadway grade, angle-of-view, and site conditions ("hard" or "soft"). The model does not account for ambient noise levels (i.e., noise from adjacent land uses) or topographical differences between the roadway and adjacent land uses. Noise projections are based on modeled vehicular traffic as derived from the *Oceanside Transit Center Specific Plan CEQA Transportation Analysis* (Transportation Analysis) prepared by Stantec, on March 26, 2024.



Source: Google Earth Pro, April 2023

Michael Baker INTERNATIONAL

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OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

Noise Measurement Locations

Exhibit 5.12-2

A 25 mile per hour (mph) average vehicle speed was assumed for existing conditions based on empirical observations and posted maximum speeds along the adjacent roadways. Existing modeled traffic noise levels are detailed in Table 5.12-4, *Existing Traffic Noise Levels*. As shown in Table 5.12-4, mobile noise in the vicinity of the project site ranges from 39.4 dBA to 58.2 dBA at 100 feet from roadway centerline.

Table 5.12-4
Existing Traffic Noise Levels

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			65 CNEL Noise Contour	60 CNEL Noise Contour	55 CNEL Noise Contour
Clementine Street Between Pier View and Mission Avenue	400	42.4	-	-	-
Nevada Street Between Pier View and Mission Avenue	500	43.3	-	-	-
Mission Avenue Between Horne Street and Clementine Street	11,300	57.1	-	64	137
Mission Avenue Between Freeman Street and Coast Highway	5,600	53.8	-	39	84
Seagaze Drive Between Freeman Street and Coast Highway	3,600	51.9	-	-	62
Seagaze Drive Between Tremont Street and Cleveland Street	3,600	51.9	-	-	62
Coast Highway Between Topeka Street and Michigan Avenue	14,800	58.2	-	75	162
Tremont Street Between Seagaze Drive and Topeka Street	1,500	48.1	-	-	35
Tremont Street Between Michigan Avenue and Missouri Avenue	1,000	46.4	-	-	-
Topeka Street Between Tremont Street and Coast Highway	1,000	46.4	-	-	-
Michigan Avenue Between Tremont Street and Coast Highway	1,900	49.1	-	-	41
Missouri Avenue Between Tremont Street and Coast Highway	900	45.9	-	-	-
Cleveland Avenue Between Missouri Avenue and Washington Avenue	200	39.4	-	-	-
Seagaze Drive Between Coast Highway and Tremont Street	3,600	51.9	-	-	62

Notes: ADT = average daily traffic; dBA = A-weighted decibels; CNEL = Community Noise Equivalent Level, - = contour is located within the roadway right-of-way.

Source: Noise modeling is based upon traffic data depicted in the Stantec, *Oceanside Transit Center Specific Plan CEQA Transportation Analysis*, March 26, 2024; refer to Appendix 11.10.

STATIONARY NOISE SOURCES

The project area consists of residential, commercial, religious, and retail uses. The primary sources of stationary noise in the project vicinity are urban-related activities (e.g., mechanical equipment and parking areas). The noise associated with these sources may represent a single-event or a continuous occurrence.

5.12.2 REGULATORY SETTING

FEDERAL LEVEL

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (EPA) offers guidelines for community noise exposure in the publication *Noise Effects Handbook – A Desk Reference to Health and Welfare Effects of Noise*. These guidelines consider occupational noise exposure as well as noise exposure in homes. The EPA recognizes an exterior noise level of 55 decibels day-night level (dB L_{dn}) as a general goal to protect

the public from hearing loss, activity interference, sleep disturbance, and annoyance. The EPA and other Federal agencies have adopted suggested land use compatibility guidelines that indicate that residential noise exposures of 55 to 65 dB L_{dn} are acceptable. However, the EPA notes that these levels are not regulatory goals, but are levels defined by a negotiated scientific consensus, without concern for economic and technological feasibility or the needs and desires of any particular community.

STATE LEVEL

California Environmental Quality Act

The State Office of Planning and Research (OPR) *Noise Element Guidelines* include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The *Noise Element Guidelines* contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL. Table 5.12-5, *Land Use Compatibility for Community Noise Environments*, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

Table 5.12-5
Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure (CNEL)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 - 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging – Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 77.5	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA

Notes: CNEL = community noise equivalent level; NA = not applicable
NORMALLY ACCEPTABLE: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
CONDITIONALLY ACCEPTABLE: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features have been included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.
NORMALLY UNACCEPTABLE: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features must be included in the design.
CLEARLY UNACCEPTABLE: New construction or development should generally not be undertaken.

Source: Office of Planning and Research, California, *General Plan Guidelines,* July 2017.

As depicted in Table 5.12-5, the range of noise exposure levels overlap between the normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable categories. OPR's *State General Plan Guidelines* note that noise planning policy needs to be rather flexible and dynamic to reflect not only technological advances in noise control, but also economic constraints governing application of noise-control technology and anticipated regional growth and demands of the community. In project specific analyses, each community must decide the level of noise exposure its residents are willing to tolerate within a limited range of values below the known levels of health impairment. Therefore, the City may use their discretion to determine which noise levels are considered acceptable or unacceptable, based on land use, project location, and other project factors.

LOCAL LEVEL

City of Oceanside General Plan

The General Plan Noise Element has been prepared by using the base information made available by the Comprehensive Planning Organization (CPO) and includes plans, policies, objectives, and goals related to noise. The overall goal and objective for managing noise conditions in the City include the following:

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.

The City works to achieve this goal and objective through the following policies:

- Noise level shall not be so loud as to cause danger to public health in all zones except manufacturing zones where noise levels maybe greater.
- Noise shall be controlled at the source where possible.
- Noise shall be intercepted by barriers or dissipated by space where the source cannot be controlled.
- Noise shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.
- Noise levels shall be considered in the approval of any projects or activities, public or private, which requires a permit or other approval from the City.
- Noise levels shall be considered in any changes to the Land Use and Circulation Elements of the General Plan.
- Noise levels of City vehicles, construction equipment, and garbage trucks shall be reduced to acceptable levels.

The Noise Element of the General Plan establishes target maximum noise levels in the city. The City has adopted a noise control ordinance using scientific methods to identify "noise" and noise sources and establishing enforcement provisions. Noise types are broken into categories: aircraft, motor vehicles, construction, noise amplification equipment, noise making apparatus, disturbers of the peace,

human voice, and noise caused by animals. The following are suggested controls that are applicable to the project:

Construction Noise

1. *It should be unlawful for any person within any residential zone or 500 feet therefrom to operate any pile driver, power shovel, pneumatic, power hoist, or other construction equipment between 8 p.m. and 7 a.m. generating an ambient noise level of 50 dBA at any property line, unless an emergency exists.*
2. *It should be unlawful for any person to operate any construction at a level in excess of 85 dBA at 100 feet from the source.*
3. *It should be unlawful for any person to engage in construction activities between 6 p.m. and 7 a.m. when such activities exceed the ambient noise level by 5 dBA. A special permit may be granted by the Director of Public Work if extenuating circumstances exist.*

City of Oceanside Municipal Code

OCEANSIDE MUNICIPAL CODE CHAPTER 38, NOISE CONTROL

Municipal Code Chapter 38, *Noise Control* (also known as "Noise Control Ordinance"), establishes appropriate standards and procedures to ensure the accuracy of sound level measurements.

Section 38.12. – General Sound Level Limits.

(a) Except for exempted activities and sounds as provided in this chapter or exempted properties as referenced in Section 38.15, it shall be unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property in the applicable base district zone on which the sound is produced exceeds the applicable limits set forth below; refer to Table 5.12-6, *Sound Level Limits (Decibels)*:

Table 5.12-6
Sound Level Limits (Decibels)

Base District Zone	7:00 a.m. to 9:59 p.m.	10:00 p.m. to 6:59 a.m.
(1) Residential Districts		
RE (Residential Estate)	50	45
RS (Single-Family)	50	45
RM (Medium Density)	50	45
RH (High Density)	55	50
RT (Residential Tourist)	55	50
(2) C (Commercial)	65	60
(3) I (Industrial)	70	65
(4) D (Downtown)	65	55
(5) A (Agricultural)	50	45
(6) OS (Open Space)	50	45

Sources: City of Oceanside, *City of Oceanside Code of Ordinance, Chapter 38 Noise Control, Sec. 38.12. – General sound level limits*, October 19, 2022.

Section 38.15. – Exemptions for Construction, Maintenance or Other Public Improvement Activities by Government Agencies or Public Utilities.

Notwithstanding anything in this chapter to the contrary, the city manager, or the manager's designee, on a case-by-case basis, may authorize construction, maintenance or other public improvement activities by a government agency or a public utility, that exceed the noise, duration or hour of work limits established by this chapter, upon a determination that the authorization furthers the public interest.

Section 38.16. – General Prohibition

It shall be unlawful for any person to make, continue, or cause to be made or continued, within the limits of the City of Oceanside, any disturbing, excessive, or offensive noise which causes discomfort or annoyance to reasonable person of normal sensitivity.

The following characteristics and conditions shall be considered in determining whether there exists a violation of the general prohibition of this section:

1) The level of noise;
2) Whether the nature of the noise is usual or unusual;
3) The level of background noise;
4) The time of day or night that noise occurs;
5) The duration of the noise;
6) Whether the noise is recurrent, intermittent, or constant.

It shall be rebuttably presumed that any noise which complies with the area sound level limits prescribed by Section 38.12 is not in violation of the general prohibition of this section.

Section 38.17. – Specific Noises Prohibited.

Notwithstanding the rebuttable presumption referenced in section 38.16, the following acts are declared to cause disturbing, excessive, or offense noise in violation of this article although such enumeration shall not be deemed to be exclusive:

h) Pile drivers, hammers, etc. The operation between the hours of 10:00 p.m. and 7:00 a.m. 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.

(e) Noise sources associated with construction, repair, remodeling, or grading of any real property, provided said activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a Federal holiday, with the exception of work on Pacific Coast Highway between the San Juan Creek Bridge and Crystal Lantern which is defined in Subsection (k) of this Section;

(k) Noise sources associated with the construction, street repairs, utility work, striping work, signal work, maintenance work including, but not limited to, landscape and tree maintenance, and any other noise generating activity related to construction or maintenance of Pacific Coast Highway between the San Juan Creek Bridge and Crystal Lantern, at any time. (Added by Ord. 92-11, 11/24/92; amended by Ord. 06-06, 8/23/06)

City of Oceanside Engineering Design Manual

The City of Oceanside Engineering Design Manual (EDM) serves to establish procedures and minimum standards for various plans and documents submitted to and processed by the Engineering Department. The standards presented in the EDM govern the processing of subdivision maps and related documents as well as public and private improvement and grading plans. Based on the EDM, construction is normally limited to the hours between 7:00 a.m. and 6:00 p.m., Monday through Friday.

5.12.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in Appendix 11.1, of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (refer to Impact Statements NOI-1 and NOI-3);

b) Generate excessive groundborne vibration or groundborne noise levels (refer to Impact Statement NOI-2); and/or

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, expose people residing or working in the project area to excessive noise levels (refer to Section 8.0, *Effects Found Not To Be Significant*).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

NOISE IMPACT CRITERIA

Significance of Changes in Traffic Noise Levels

An off-site traffic noise impact typically occurs when there is a discernable increase in traffic and the resulting noise level exceeds an established noise standard. In community noise considerations, changes in noise levels greater than 3 dB are often identified as substantial, while changes less than 1 dB will not be discernible to local residents. A 5-dB change is generally recognized as a clearly discernable difference.

As traffic noise levels at sensitive uses likely approach or exceed the City's 60 dBA CNEL clearly compatible standard, a 3.0 dB increase as a result of the project is used as the increase threshold for the project. Thus, the project would result in a significant noise impact if a permanent increase in ambient noise levels of 3.0 dB occurs upon project implementation and the resulting noise level exceeds the applicable exterior standard at a noise sensitive use.

Significance of Changes in Cumulative Traffic Noise Levels

The project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds the perception level (i.e., auditory level increase) threshold. The combined effect compares the "cumulative with project" condition to the "existing" conditions. This comparison accounts for the traffic noise increase from the project generated in combination with traffic generated by projects in the cumulative projects list. The following criteria have been utilized to evaluate the combined effect of the cumulative noise increase.

- *Combined Effects:* The cumulative with project noise level ("Future With Project") would cause a significant cumulative impact if a 3 dBA increase over existing conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use for traffic noise.[1]

Although there may be a significant noise increase due to the proposed project in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed project. The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.

- *Incremental Effects*: The "Future With Project" causes a 1 dBA increase in noise over the "Future Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded and the resulting noise level exceeds the applicable exterior standard at a noise sensitive use.

5.12.4 IMPACTS AND MITIGATION MEASURES

SHORT-TERM CONSTRUCTION NOISE IMPACTS

NOI-1 CONSTRUCTION-RELATED ACTIVITIES WITHIN THE PROJECT AREA COULD RESULT IN TEMPORARY NOISE IMPACTS TO NEARBY NOISE SENSITIVE RECEIVERS.

Impact Analysis:

The proposed project involves demolishing the existing structures and construction of a mixed-use transit-oriented community with office, retail, hotel, transit, community facilities, and multi-family residential uses, as well as public and private open space and associated parking and landscaping. Construction of the project would involve: two months of demolition, two months of grading, one month of paving, 25 and half months of building construction, and 12 months of painting. Several phases would overlap. The total development would take approximately 31 months in total.

[1] As shown in Table 5.12-5, the City of Oceanside considers 60 dBA CNEL normally acceptable for residential (Low Density, Single-Family, Duplex, Mobile Homes). Therefore, this analysis utilizes 60 dBA CNEL as the sensitive use exterior standard for traffic noise.

CONSTRUCTION EQUIPMENT NOISE IMPACTS

Construction activities would generate perceptible noise levels during the demolition, grading, paving, building construction, and architectural coating phases. High groundborne noise levels and other miscellaneous noise levels can be created by the operation of heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, scrapers, and other heavy-duty construction equipment. Table 5.12-7, *Maximum Noise Levels Generated by Construction Equipment*, indicates the anticipated noise levels of construction equipment.

Table 5.12-7
Maximum Noise Levels Generated by Construction Equipment

Equipment Type	Actual L_{max} at 50 Feet (dBA)	L_{max} at 100 Feet (dBA)
Backhoe	78	72
Compressor	78	72
Concrete Mixer Truck	79	73
Concrete Saw	90	84
Crane	81	75
Dozer	82	76
Dump Truck	76	70
Excavator	81	75
Flatbed Truck	74	68
Forklift	75	69
Grader	85	79
Loader	79	73
Paver	77	71
Roller	80	74
Scraper	85	79
Slurry Trenching Machine	80	74
Tractor	84	78
Water Truck	80	74
Welder	74	68

Note:
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.
2. These noise levels represent the A-weighted maximum sound level (L_{max}) measured at a distance of 50 feet from the construction equipment.

Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, January 2006.

The primary construction equipment noise sources used during construction would be during demolition (use of concrete saws, excavators, and dozers), earthwork activities (use of excavators, graders, dozers, loaders, slurry trenching machine, and scrapers), and building construction (use of cranes, loaders, and welders). Concrete saws typically generate the highest noise levels, emitting approximately 90 dBA at 50 feet. Point sources of noise emissions are atmospherically attenuated by a factor of 6 dBA per doubling of distance. This assumes a clear line-of-sight and no other machinery or equipment noise that would mask project construction noise. The shielding of buildings and other barriers that interrupt line-of-sight conditions further reduce noise levels from point sources.

Construction noise impacts generally happen when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction durations last over extended periods of time. The nearest sensitive receptors are the single-family residences that are located adjacent to the east of the project site, and along Cleveland Street from

Missouri Avenue to Wisconsin Avenue. These sensitive receptors may be exposed to elevated noise levels during project construction. However, the project construction activities would adhere to the standards set forth by the City's Noise Ordinance Section 38.17, *Specific Noise Prohibited*, and the EDM. In accordance with these regulations, construction activities would be limited to normal working hours (7:00 a.m. to 6:00 p.m. Monday through Friday). The General Plan prohibits any person to operate any powered construction equipment if the operation of such equipment emits noise at a level in excess of 85 dBA when measured within a radius of 100 feet from such equipment. As seen in Table 5.12-7, the loudest piece of equipment would operate at a maximum noise level of 84 dBA at 100 feet from the source. Therefore, construction noise levels would not exceed the City's General Plan threshold of 85 dBA at 100 feet. The project would be required to comply with these allowable hours for construction. Although construction noise is allowed during the City's allowable construction hours, the project could expose the closest sensitive receptors (i.e., residential uses) to temporary high noise levels. Therefore, the project would be required to implement Mitigation Measure NOI-1 to reduce construction noise levels. Mitigation Measure NOI-1 would require all construction equipment to be equipped with properly operating and maintained mufflers, locate stationary construction equipment so that emitted noise is directed away from the nearest noise sensitive receptors, locate equipment staging in areas furthest away from sensitive receptors, and limit haul truck deliveries to the same hours specified for construction equipment (7:00 a.m. to 6:00 p.m. Monday through Friday). Therefore, short-term construction noise impacts would be less than significant with implementation of Mitigation Measure NOI-1.

CONSTRUCTION TRIPS NOISE IMPACTS

Construction activities would also cause increased noise along access routes to and from the site due to movement of equipment and workers, as well as haul trips. According to the CalEEMod defaults included in Appendix 11.10, it is anticipated that project construction would generate a maximum of 810 hauling trips per day during the grading phase, 807 worker trips per day during the building construction phase, and 224 vendor trips per day during the building construction phase. As a result, mobile source noise would increase along access routes to and from the project site during construction. However, mobile traffic noise from construction trips would be temporary and would cease upon project completion.

According to the California Department of Transportation (Caltrans), a doubling of traffic (100 percent increase) on a roadway would result in a perceptible increase in traffic noise levels (3 dBA).[2] According to the Transportation Analysis, the existing average daily trips along access roadways to the project site (Tremont Street, Missouri Avenue, and Seagaze Drive) range between 900 and 3,600 trips per day.[3] Although the project's construction trips would potentially double existing traffic volumes, the traffic noise levels along these roadways would not exceed the City's 60 dBA CNEL "clearly compatible" standard; refer to Table 5.12-4. Therefore, short-term haul truck noise impacts from construction traffic would be less than significant.

[2] California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

[3] Stantec, *Oceanside Transit Center Specific Plan CEQA Transportation Analysis*, March 26, 2024.

Mitigation Measures:

NOI-1 To reduce noise impacts due to construction, the project Applicant shall demonstrate to the satisfaction of the City Development Services Department Director that the project complies with the following:

- Prior to construction, written notification to residents within 500 feet of the proposed facilities undergoing construction shall be provided, identifying the type, duration, and frequency of construction activities. Notification materials shall also identify a mechanism for residents to register complaints with the City if construction-related noise impacts should occur

- All equipment and trucks used for project construction shall use the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) and be maintained in good operating condition to minimize construction noise impacts. All internal combustion engine-drive equipment shall be fitted with intake and exhaust mufflers which are in good condition

- Place noise-generating construction equipment and construction staging areas away from sensitive uses to the extent feasible.

- Construction activities shall occur between the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, pursuant to Section 38.17, *Special Noise Prohibited*, of the Municipal Code.

- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.

- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes.

- The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday). The haul routes shall be designed to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.

- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party and the City of Oceanside Development Services Department Director.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

VIBRATION IMPACTS

NOI-2 PROJECT IMPLEMENTATION COULD RESULT IN ADVERSE VIBRATION IMPACTS TO NEARBY SENSITIVE RECEPTORS AND STRUCTURES.

Impact Analysis:

SHORT-TERM CONSTRUCTION

Project construction would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

Construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment.

As shown in Table 5.12-2, Caltrans has published reactions of people and the effects on buildings produced by continuous vibration levels. Based on Table 5.12-2, there is a risk of architectural damage to normal dwellings at 0.2 in/sec PPV. Further, Table 5.12-2 notes that vibrations may begin to annoy people at 0.2 in/sec PPV. Thus, for the purposes of this analysis, 0.2 in/sec PPV is utilized for the human annoyance and building damage groundborne vibration threshold. The typical vibration produced by construction equipment is illustrated in Table 5.12-8, *Typical Vibration Levels for Construction Equipment*.

Based on the project site plan, pile drivers would be used as close as 20 feet to the nearest structure (i.e., single-family residence) to the east of the project site, and vibratory rollers and other types of equipment would be used as close as 20 feet to the nearest structure. As indicated in Table 5.12-8, vibration velocities from vibratory roller and pile driver operations would be 2.348 in/sec PPV at 5 feet from the source of activity, and 2.122 in/sec PPV at 20 feet from the source activity, respectively. Vibration velocities from other typical heavy construction equipment that would be used during project construction range from 0.033 to 0.995 in/sec PPV at 5 feet from the source of activity. Therefore, the human annoyance and building damage threshold criteria (i.e., 0.2 in/sec PPV) would be exceeded. As such, Mitigation Measure NOI-2 would be required to reduce vibration velocities to below the Federal Transit Administration's (FTA's) 0.2 in/sec PPV threshold. Mitigation Measure NOI-2 is directly related to vibration control and requires a qualified professional to prepare construction vibration control plans to utilize pneumatic impact equipment. As shown in Table 5.12-9, *Construction Buffer Zone Vibration Levels*, heavy-duty construction equipment operating outside of the

construction buffer zone would not exceed the FTA's 0.2 in/sec PPV threshold. Therefore, groundborne vibration impacts would be less than significant with the implementation of Mitigation Measure NOI-2.

Table 5.12-8
Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inch/second)	Approximate peak particle velocity at 20 feet (inch/second)	Approximate peak particle velocity at 5 feet (inch/second)
Pile Driver (Impact – Upper Range)	1.518	2.122	-
Pile Driver (Sonic – Upper Range)	0.734	1.026	-
Vibratory roller	0.210	0.294	2.348
Large bulldozer	0.089	0.124	0.995
Loaded trucks	0.076	0.106	0.850
Jackhammer	0.035	0.049	0.391
Small bulldozer	0.003	0.004	0.033

Notes:
1. Calculated using the following formula:
   $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$
   where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance
   PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the FTA *Transit Noise and Vibration Impact Assessment Manual*
   D = the distance from the equipment to the receiver

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Table 5.12-9
Construction Buffer Zone Vibration Levels

Equipment	Nearest Distance of Heavy-Duty Construction Equipment Activity to Northern and Eastern Structures (feet)	Peak Particle Velocity (in/sec) [1]
Pile Driver (Impact – Upper Range)	97	0.2
Pile Driver (Sonic – Upper Range)	59	0.2
Vibratory Roller	26	0.2
Large Bulldozer	15	0.2
Loaded Trucks	13	0.2
Jackhammer	8	0.2
Small Bulldozer	2	0.2

Notes:
2. Calculated using the following formula:
   $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$
   where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance
   PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the FTA *Transit Noise and Vibration Impact Assessment Manual*
   D = the distance from the equipment to the receiver

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

LONG-TERM OPERATIONS

The project would involve a mixed-use transit-oriented community that would not generate groundborne vibration that could be felt by surrounding uses. The project operation would not involve railroads or substantial heavy truck operations, and therefore would not result in vibration impacts at surrounding uses. Thus, no impact would occur in this regard.

Mitigation Measures:

NOI-2 The project Applicant shall incorporate the following measures on all grading and building plans and specifications subject to approval of the City's Building Division prior to issuance of a demolition or grading permit (whichever occurs first):

- Construction equipment shall not approach the construction buffer zone adjacent to existing structures adjoining the project site to the north and east. The buffer zone shall be tiered based on distances established in the table below.

Equipment	Nearest Distance of Heavy-Duty Construction Equipment Activity to Northern and Eastern Structures (feet)	Peak Particle Velocity (in/sec)
Pile Driver (Impact – Upper Range)	97	0.2
Pile Driver (Sonic – Upper Range)	59	0.2
Vibratory Roller	26	0.2
Large Bulldozer	15	0.2
Loaded Trucks	13	0.2
Jackhammer	8	0.2
Small Bulldozer	2	0.2

As shown in the table above, impact pile drivers shall not operate within 97 feet, sonic pile drivers shall not operate within 59 feet, vibratory rollers shall not operate within 26 feet, large bulldozers shall not operate within 15 feet, and loaded trucks shall not operate within 13 feet of the structures adjoining the project site to the north and east. The buffer zone shall be in enforced between the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, pursuant to Section 38.17, *Special Noise Prohibited*, of the Municipal Code.

- When the use of pile driver and vibratory roller cannot be avoided, the following measures should be taken:
    - Non-Impact Piles or Cast in Drilled Hole (CIDH) piles: Using the soil-mix or CIDH method would reduce the vibration below the FTA Criteria. This method is recommended for homes which would be within 75 feet of pile driving.
    - Reduced Impact Pile Driving Time: Limiting the hours per day of impact pile driving would reduce the equivalent noise level and would reduce potential work interference.
    - Excessive Vibration: if pile driving amplitudes exceed the building threshold criteria, cosmetic repair work may be required at nearby buildings. A detailed preconstruction crack survey will be conducted at homes and businesses where these criteria are expected to be exceeded. Vibration monitoring, crack monitors

and photo documentation will be employed at these locations during pile driving activity.

- Relocating items on shelves: since items on shelves and walls may move during pile driving activity, nearby residents will be advised through the community outreach process that they should move fragile and precious items off of shelves and walls for the duration of the impact pile driving. Achievement of standards for building damage would not eliminate annoyance, since the vibration would still be quite perceptible.

- Advance Notification (Work Interference): The impact pile driving vibration may cause interference with persons working at home or the office on their computers. Nearby residents and businesses will be advised in advance of times when piles would drive, particularly piles within 100 feet of any occupied building, so that they may plan accordingly, if possible.

- Notification of Pile Driving Schedule: Nearby residents and businesses will be notified of the expected pile driving schedule. In particular, these notification should be made with home-bound residents, homes where there is day-time occupancy (e.g., work at home, stay-at-home parents) and offices/commercial businesses where extensive computer/video monitor work is conducted.

- The project Applicant shall utilize a construction vibration monitoring system with the potential to measure low levels of vibration to ensure vibration levels do not exceed the FTA's 0.2 inch-per-second PPV threshold.

- The project Applicant shall conduct sensitivity training to inform construction personnel about the existing sensitive receptors surrounding the project and about methods to reduce noise and vibration.

- Alternatively, if the above measures are deemed infeasible by the City's Building Division, the project Applicant shall require by contract specifications that a certified structural engineer and/or geologist be retained to submit evidence that the operation of vibration-generating equipment associated with the project would not result vibration levels exceeding the FTA's 0.2 inch-per-second PPV threshold. Contract specifications shall be included in the project construction documents, which shall be reviewed by the City prior to issuance of a demolition or grading permit (whichever occurs first). The documents shall include provisions for vibration monitoring during the operation of heavy-duty construction equipment, as well as include provisions to ensure vibration levels do not exceed 0.2 inch-per-second PPV at the structures adjoining the project site to the north and east.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

LONG-TERM OPERATIONAL NOISE IMPACTS

NOI-3 FUTURE NOISE LEVELS ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT COULD RESULT IN A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY AND EXPOSE PERSONS TO OR GENERATE NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES.

Impact Analysis:

MOBILE SOURCES

The "Future Without Project" and "Future With Project" scenarios were compared to evaluate project-related operational noise impacts. In Table 5.12-10, *Future Traffic Noise Levels*, the noise levels (dBA at 100 feet from roadway centerline) depict what would typically be heard 100 feet perpendicular to the roadway centerline. As indicated in Table 5.12-10 under the "Future Without Project" scenario, noise levels at 100 feet from the centerline would range from approximately 39.4 dBA to 58.9 dBA. The highest noise levels under "Future Without Project" conditions would occur along Pacific Coast Highway (Between Topeka Street and Michigan Avenue). Similarly, under "Future With Project" conditions, noise levels at a distance of 100 feet from the centerline would range from approximately 39.4 dBA to 59.3 dBA, with the highest noise levels also occurring along Pacific Coast Highway (Between Topeka Street and Michigan Avenue).

Table 5.12-10 also compares the "Future Without Project" scenario to the "Future With Project" scenario. As shown in Table 5.12-10, all the roadway segments modeled would not generate noise levels above the 60 dBA CNEL standard. In addition, the increase in ambient noise would not exceed the 3.0 dB threshold. Therefore, a less than significant impact would occur as noise generated along roadway segments would not exceed both the 3.0 dB threshold and the 60 dBA CNEL standard.

STATIONARY SOURCES

Stationary noise sources associated with the proposed project would include mechanical equipment, slow moving trucks, bus transfer center activities, parking activities, and outdoor gathering areas. These noise sources are typically intermittent and short in duration and would be comparable to existing sources of noise experienced in the site vicinity.

Table 5.12-10
Future Traffic Noise Levels

Roadway Segment	Future Without Project				Future With Project				Difference in dBA @ 100 feet from Roadway
	ADT[1]	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		ADT[1]	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	55 CNEL Noise Contour			60 CNEL Noise Contour	55 CNEL Noise Contour	
Clementine Street Between Pier View and Mission Avenue	750	45.1	-	-	750	45.1	-	-	0.0
Nevada Street Between Pier View and Mission Avenue	760	45.2	-	-	760	45.2	-	-	0.0
Mission Avenue Between Horne Street and Clementine Street	11700	57.2	65	140	12900	57.6	69	150	0.4
Mission Avenue Between Freeman Street and Coast Highway	6440	54.4	43	92	7100	54.9	45	98	0.4
Seagaze Drive Between Freeman Street and Coast Highway	4330	52.7	33	70	7990	55.4	49	106	2.7
Seagaze Drive Between Tremont Street and Cleveland Street	4600	53.0	34	73	5920	54.1	40	87	1.1
Coast Highway Between Topeka Street and Michigan Avenue	17650	58.9	85	183	19310	59.3	90	194	0.4
Tremont Street Between Seagaze Drive and Topeka Street	1800	48.9	-	39	2790	50.8	-	53	1.9
Tremont Street Between Michigan Avenue and Missouri Avenue	1200	47.1	-	-	2280	49.9	-	46	2.8
Topeka Street Between Tremont Street and Coast Highway	1210	47.2	-	-	1690	48.6	-	38	1.5
Michigan Avenue Between Tremont Street and Coast Highway	2310	50.0	-	46	3600	51.9	-	62	1.9
Missouri Avenue Between Tremont Street and Coast Highway	1100	46.8	-	-	1550	48.3	-	36	1.5
Cleveland Avenue Between Missouri Avenue and Washington Avenue	200	39.4	-	-	200	39.4	-	-	0.0
Seagaze Drive Between Coast Highway and Tremont Street	5000	53.3	36	78	7140	54.9	46	98	1.5

Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level

Source: Noise modeling is based upon traffic data depicted in the *Stantec, Oceanside Transit Center Specific Plan CEQA Transportation Analysis*, March 26, 2024.

MECHANICAL EQUIPMENT

The proposed project would require the use of commercial heating, ventilation, and air conditioning (HVAC) units. Commercial-scale HVAC equipment units are generally equipped with noise shielding cabinets, placed on the roof, and are not usually significant sources of noise impacts. HVAC units typically result in noise levels that average 55 dBA at 50 feet from the source.[4] Roof-mounted HVAC units of the Residential Building 2 at Block 4 would be located as close as 40 feet from the nearest sensitive receptors (i.e., residential uses, zoned R-3, Medium Density Residential) to the east of the project site. The height of the Residential Building 2 at Block 4 roof would be approximately 68 feet. As such, HVAC units could be located as close as 79 feet from the nearest sensitive receptor.[5] At this distance, HVAC noise levels would be approximately 51 dBA. However, there would be a roof parapet around the roof blocking the line-of-sight between the HVAC units and the closest sensitive receptors. The roof parapet would reduce the noise by 8 dBA.[6] As such, the noise level from HVAC would be reduced to 43 dBA. Therefore, HVAC noise levels would not exceed the City's daytime (i.e., 50 dBA) or nighttime (i.e., 45 dBA) exterior noise standards for medium density residential uses, refer to Table 5.12-6. In addition, the noise level from HVAC would not exceed the existing ambient noise levels and therefore would not be perceptible, refer to Table 5.12-3. Thus, impacts associated with HVAC noise levels would be less than significant.

SLOW-MOVING TRUCKS

The proposed project may involve occasional deliveries and trash/recycling pickups from slow-moving trucks. Typically, a medium truck with speed of 50 miles per hour can generate a maximum noise level of 79 dBA at a distance of 49 feet.[7] The noise level generated by a truck that is operated by an experienced "reasonable" driver with typically applied accelerations. Delivery loading and unloading activities for the hotel building and commercial and government office building would occur within the parking garage. Similarly, trash/recycling pickups would also occur within the parking garage. Therefore, noise levels associated with slow-moving trucks would be imperceptible at the nearest sensitive receptor (i.e., residential uses). Noise associated with deliveries and trash/recycling pickups would be consistent with the existing noise environment, as these activities already occur at the existing uses in the surrounding area. Additionally, slow-moving truck noise would be intermittent, short in duration, and would not generate excessive noise levels over an extended period of time. Impacts resulting from truck delivery activities would be less than significant.

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[4] U.S. Environmental Protection Agency, *Community Noise*, 1971.

[5] The Pythagorean theorem allows individuals to calculate the actual distance between a starting point and a suspended object. In this case, the starting point would be the closest sensitive receptor located approximately 40 feet to the north (side a) of the HVAC unit. The suspended object would be the HVAC unit, located 68 feet up (side b). By plugging these values into the Pythagorean theorem equation, the hypotenuse (side c), or the distance between the HVAC unit and the sensitive receptor, would result (79 feet).

[6] Federal Highway Administration, *Roadway Construction Noise Model User's Guide*, January 2006.

[7] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, June 26, 2015.

BUS TRANSFER CENTER

The proposed project would relocate the bus transfer center to southern portion of the project site. Typical noise level at bus stops, measured at 1 foot from the curb, is up to 89 dBA.[8] The closest sensitive receptors from the relocated bus transfer center are multi-family residences (zoned D-5, High Density Residential) located to the south of the project site, approximately 70 feet from the proposed bus transfer station. There are additional multi-family residences (zoned R-3, Medium Density Residential) located approximately 95 feet from the proposed bus route. At the distance of 70 and 95 feet, noise levels from buses operating at the bus station would be approximately 52 and 49 dBA, respectively, which would not exceed the City' 55 and 50 dBA daytime exterior noise standards for high density residential uses and medium density residential uses, respectively, refer to Table 5.12-6. The City's nighttime exterior noise standard does not apply as the commuter buses would only operate during daytime. In addition, bus transfer center noise would not exceed the existing ambient noise levels and therefore would not be perceptible, refer to Table 5.12-3. Impacts would be less than significant in this regard.

OUTDOOR GATHERING AREAS

Noise generated by groups of people (i.e., crowds) is dependent on several factors including vocal effort, impulsiveness, and the random orientation of the crowd members. According to *Prediction of Crowd Noise*, crowd noise is approximately 62 dBA at one meter (i.e., 3.28 feet) from the source.[9,10] Noise has a decay rate due to distance attenuation, which is calculated based on the Inverse Square Law. Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source.[11] Within the proposed project boundaries, crowds have the potential to gather at the courtyards and rooftop amenity area. The nearest sensitive receptors (i.e., residential uses, zoned R-3, Medium Density Residential) are located approximately 60 feet from the proposed rooftop amenity area of Residential Building 2 at Block 4. Therefore, crowd noise at the nearest sensitive receptors would be approximately 37 dBA and would not exceed the City' daytime (i.e., 50 dBA) or nighttime (i.e., 45 dBA) exterior noise standards for medium density residential uses, refer to Table 5.12-6. In addition, crowd noise would not exceed the existing ambient noise levels and therefore would not be perceptible, refer to Table 5.12-3. Impacts would be less than significant in this regard.

PARKING AREAS

Traffic associated with parking areas is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the day-night average sound level (DNL) (or L_{dn}) scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking activities are presented in Table

[8] Robyn R.M. Gershon, et al., *Pilot Survey of Subway and Bus Stop Noise Levels*, September 2006, https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2438596/, accessed August 27, 2024.

[9] Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking. This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of the crowd members. Therefore, crowd noise would be approximately 62 dBA at one meter from the source.

[10] Hayne, M.J., Prediction of Crowd Noise, November 2006.

[11] Ibid.

5.12-11, *Maximum Noise Levels Generated by Parking Lots*. The project would propose a parking garage providing public and private parking, and above- and below-grade parking stalls under the hotel and residential buildings.

Table 5.12-11
Maximum Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source
Automobile, door slamming	61 dBA L_{eq}
Automobile, warming up	36 dBA L_{eq}
Automobile, engine Idling	53 dBA L_{eq}
Notes: dBA = A-weighted Decibels; L_{eq} = Equivalent Sound Level	
Source: Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values,* June 26, 2015.	

As shown in Table 5.12-11, parking lot activities can result in noise levels up to 61 dBA at a distance of 50 feet. It is noted that parking lot noise are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower than what is identified in Table 5.12-11. The parking structure and ground parking level under the hotel and residential buildings would have intermittent parking lot noise due to the movement of vehicles. Noise generated in the subterrain parking structures would be inaudible at off-site uses as the structure would be completely enclosed underground. The entrances to the parking structures are located along Missouri Avenue, Michigan Avenue, West Topeka Street, and Seagaze Drive. The noise level from parking activities would be partially masked by background noise from traffic along the surrounding roadways. Furthermore, parking lot noise currently occurs in the project vicinity under existing conditions. Therefore, parking lot noise associated with the project is not expected to exceed the City's noise standards and would not introduce a new noise source compared to existing conditions. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.12.5 CUMULATIVE IMPACTS

Table 4-1, *Cumulative Projects List*, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur. The following discussions are included per topic area to determine whether a significant cumulative effect would occur.

SHORT-TERM CONSTRUCTION NOISE IMPACTS

- **CONSTRUCTION-RELATED ACTIVITIES WITHIN THE PROJECT AREA COULD RESULT IN SIGNIFICANT TEMPORARY NOISE IMPACTS TO NEARBY NOISE SENSITIVE RECEIVERS.**

Impact Analysis: Construction activities associated with the proposed project and cumulative projects may overlap, resulting in construction noise in the site vicinity. However, construction noise

primarily affects the areas immediately adjacent to a construction site. The closest cumulative project is a four unit condominium building (146 South Myers Street), located approximately 118 feet west of the project site. However, this project is currently under construction and would not have the ability to cumulatively result in temporary noise impacts along with the project (as construction would be complete prior to construction of the project). The next closest cumulative project is a 332-unit mixed-use development (402 Mission Avenue), located approximately 500 feet north of the project site. Due to the distance and intervening structures, cumulative construction noise impacts would not occur. Additionally, the proposed project and all cumulative projects within the City would be required to comply with the City's noise standards and allowable hours of construction. The proposed project would also implement Mitigation Measure NOI-1 to reduce construction noise impacts to less than significant levels. Therefore, the project's contribution to cumulative noise impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure NOI-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

VIBRATION IMPACTS

- **PROJECT IMPLEMENTATION COULD RESULT IN SIGNIFICANT VIBRATION IMPACTS TO NEARBY SENSITIVE RECEPTORS AND STRUCTURES.**

Impact Analysis: As discussed above, project operational activities would not generate substantial groundborne vibration, and with the implementation of Mitigation Measure NOI-2, project construction activities would not generate groundborne vibration on-site above the significance criteria (i.e., 0.2 in/sec PPV threshold as established by Caltrans). Groundborne vibration generated from cumulative development projects would be required to implement any required mitigation measures on a project-by-project basis, as applicable, pursuant to CEQA provisions. Therefore, the project's contribution to cumulative vibration impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure NOI-2.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

LONG-TERM NOISE IMPACTS

- **THE PROPOSED PROJECT COULD RESULT IN A SIGNIFICANT INCREASE IN TRAFFIC AND LONG-TERM STATIONARY AMBIENT NOISE LEVELS.**

Impact Analysis:

MOBILE NOISE

The cumulative mobile noise analysis is conducted in a two-step process. First, the combined effects from both the proposed project and other related projects are compared. Second, for combined effects that are determined to be cumulatively significant, the project's incremental effects then are analyzed. The project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the "Future With Project" condition to "Existing" conditions. This comparison

accounts for the traffic noise increase from the project generated in combination with traffic generated by projects in the cumulative projects list.

A significant impact would result only if both the combined (including an exceedance of the applicable exterior standard at a sensitive use) and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon, and reduces as distance from the source increases. Consequently, only the proposed project and growth due to projects occurring in the project site's general vicinity would contribute to cumulative noise impacts. Table 5.12-12, *Cumulative Noise Scenario*, lists the traffic noise effects along roadway segments in the project vicinity for "Existing," "Future Without Project," and "Future With Project" conditions, including incremental and net cumulative impacts.

As indicated in Table 5.12-12, the Incremental Effects criterion of 1.0 dBA and the Combined Effects criterion of 3.0 dBA would be exceeded along Tremont Street Between Michigan Avenue and Missouri Avenue. Although both the combined and incremental effects criteria would be exceeded, cumulative traffic noise levels along Tremont Street would not exceed the City's sensitive use exterior noise standards (i.e. 60 dBA CNEL). Therefore, the proposed project, in combination with cumulative background traffic noise levels, would result in less than significant impacts.

STATIONARY NOISE

Although related projects have been identified within the project area, the noise generated by stationary equipment on-site cannot be quantified due to the speculative nature of each development. Nevertheless, each cumulative project would require separate discretionary approval and project-specific environmental analysis, which would address potential noise impacts and identify necessary attenuation measures, where appropriate. Additionally, as noise dissipates as it travels away from its source, noise impacts from stationary sources would be limited to each of the respective sites and their vicinities. The closest cumulative project is a four-unit condominium building (146 South Myers Street), located approximately 118 feet west of the project site. However, due to the size of this project (four residential units), the operational noise is anticipated to be similar to the existing condition. As such, the project would not result in a cumulatively considerable impact along with this adjacent future four-unit condominium development. The next closest cumulative project is a 332-unit mixed-use development (402 Mission Avenue), located approximately 500 feet north of the project site. Due to the distance and intervening structures, cumulative stationary noise impacts would not occur. As noted above, the proposed project would not result in significant stationary noise impacts that would significantly affect surrounding sensitive receptors. Thus, the proposed project and identified cumulative projects are not anticipated to result in a significant cumulative impact in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.12.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts related to noise have been identified with compliance with recommended mitigation.

Table 5.12-12
Cumulative Noise Scenario

Roadway Segment	Existing	Future Without Project	Future With Project	Combined Effects	Incremental Effects	Future With Project Noise Level Exceeds City's 60 dBA CNEL Noise Standard for Sensitive Receptors?	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing and Future With Project	Difference In dBA Between Future Without Project and Future With Project		
Clementine Street Between Pier View and Mission Avenue	42.4	45.1	45.1	2.7	0.0	**No**	**No**
Nevada Street Between Pier View and Mission Avenue	43.3	45.2	45.2	1.8	0.0	**No**	**No**
Mission Avenue Between Horne Street and Clementine Street	57.1	57.2	57.6	0.6	0.4	**No**	**No**
Mission Avenue Between Freeman Street and Coast Highway	53.8	54.4	54.9	1.0	0.4	**No**	**No**
Seagaze Drive Between Freeman Street and Coast Highway	51.9	52.7	55.4	3.5	2.7	**No**	**No**
Seagaze Drive Between Tremont Street and Cleveland Street	51.9	53.0	54.1	2.2	1.1	**No**	**No**
Coast Highway Between Topeka Street and Michigan Avenue	58.2	58.9	59.3	1.2	0.4	**No**	**No**
Tremont Street Between Seagaze Drive and Topeka Street	48.1	48.9	50.8	2.7	1.9	**No**	**No**
Tremont Street Between Michigan Avenue and Missouri Avenue	46.4	47.1	49.9	3.6	2.8	**No**	**No**
Topeka Street Between Tremont Street and Coast Highway	46.4	47.2	48.6	2.3	1.5	**No**	**No**
Michigan Avenue Between Tremont Street and Coast Highway	49.1	50.0	51.9	2.8	1.9	**No**	**No**
Missouri Avenue Between Tremont Street and Coast Highway	45.9	46.8	48.3	2.4	1.5	**No**	**No**
Cleveland Avenue Between Missouri Avenue and Washington Avenue	39.4	39.4	39.4	0.0	0.0	**No**	**No**
Seagaze Drive Between Coast Highway and Tremont Street	51.9	53.3	54.9	3.0	1.5	**No**	**No**

Notes: dBA = A-weighted decibels; CNEL = community noise equivalent level

Source: Noise modeling is based upon traffic data depicted in the Stantec, *Oceanside Transit Center Specific Plan CEQA Transportation Analysis*, March 26, 2024.

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5.13 POPULATION AND HOUSING

This section identifies the existing population, housing, and employment statistics in the City of Oceanside (City) and provides an analysis of potential impacts that may result from project implementation. More specifically, the impact analysis evaluates how project implementation would induce population, housing, or employment growth in Oceanside, either directly or indirectly. The following analyses are based primarily on data obtained from the California Department of Finance (DOF) (2023 data); California Employment Development Department (EDD) (2024 data); the San Diego Association of Governments (SANDAG) *San Diego Forward: The 2021 Regional Plan* (2021 Regional Plan); and the *City of Oceanside General Plan 2021-2029 Housing Element* (Housing Element).

5.13.1 EXISTING SETTING

POPULATION

Population data for the County of San Diego (County) and City is presented in Table 5.13-1, *Population Estimates and Projections*.

Table 5.13-1
Population Estimates and Projections

Year	San Diego County	City of Oceanside	City of Oceanside as Percent of San Diego County
Existing Conditions (May 2023)	3,269,755	171,063	5.2%
2050 SANDAG Forecast	**3,746,073**	**184,283**	**4.9%**
2023-2050 Change	*+476,318*	*+13,220*	--
2023-2050 % Change	*+14.6%*	*+7.7%*	--

Sources: California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2023, with 2020 Benchmark*, May 2023; San Diego Association of Governments, *Series 14 Regional Growth Forecast and SCS Land Use Pattern Subregional Allocation*, December 2, 2021.

San Diego County

As indicated in Table 5.13-1 the County's current population is estimated to be approximately 3,269,755 persons; SANDAG projects the County's population to increase to approximately 3,746,073 persons by 2050, a 14.6 percent increase from 2023.

City of Oceanside

As indicated in Table 5.13-1, the City's current population is estimated to be approximately 171,063persons; SANDAG forecasts the City's population to increase to approximately 184,283 persons by 2050, a 7.7 percent increase from 2023 to 2050. Comparatively, the City is forecast to grow at a lower rate than the County. By 2050, the City is forecasted to constitute approximately 4.9 percent of the County's total population, a decrease compared to existing conditions (5.2 percent).

HOUSING

Housing data for the County and City is presented in Table 5.13-2, *Housing Inventory Estimates and Projections*.

Table 5.13-2
Housing Inventory Estimates and Projections

	Dwelling Units	
	San Diego County	City of Oceanside
Existing Conditions (May 2023)	1,256,497	68,064
2023 Vacancy Rate	5.8%	6.6%
2023 Persons per Household	2.67	2.68
2050 SANDAG Forecasts	**1,471,299**	**71,359**
2023-2050 Change	*+214,802*	*+3,295*
2023-2050 % Change	*+17.1%*	*+4.8%*

Sources: California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2023, with 2020 Benchmark*, May 2023; San Diego Association of Governments, *Series 14 Regional Growth Forecast and SCS Land Use Pattern Subregional Allocation*, December 2, 2021.

San Diego County

The County's housing inventory is currently estimated to be approximately 1,256,497 dwelling units. Vacancy rates are a measure of the general availability of housing. They also indicate how well the types of available units meet the housing market demand. A low vacancy rate suggests that households may have difficulty finding housing within their price range, whereas a high vacancy rate indicates that either the units available are not suited to the population's needs or there is an oversupply of housing units. The availability of vacant housing units provides households with choices of type and price to accommodate their specific needs. Low vacancy rates can result in higher prices, limited choices, and settling with inadequate housing. Low vacancy rates may also contribute to overcrowding. A vacancy rate between 4.0 and 6.0 is considered "healthy." As of 2023, the County has an estimated vacancy rate of 5.8 percent and an average household size of 2.67.

SANDAG projects the County's housing inventory to increase to approximately 1,471,299 units by 2050, a 17.1 percent increase from 2023.

City of Oceanside

The City's housing inventory is currently estimated to be approximately 68,064 dwelling units. As indicated in Table 5.13-2, the City's 2023 vacancy rate is estimated to be approximately 6.6 percent. Comparatively, the City's vacancy rate of 6.6 percent is higher than the County's overall vacancy rate of 5.8 percent.

SANDAG projects the City's housing inventory to increase to approximately 71,359 units by 2050, a 4.8 percent increase from 2023.

EMPLOYMENT

Table 5.13-3, *Employment Estimates and Projections*, details existing and projected employment data for the County and City.

Table 5.13-3
Employment Estimates and Projections

	San Diego County		City of Oceanside	
	Employment	Unemployment Rate	Employment	Unemployment Rate
Existing Conditions (2023)	1,596,400	3.9%	82,400	4.1%
2050 SANDAG Forecast	2,086,318	--	50,756	--
2023-2050 Change	*+489,918*	--	*-31,644*	--
2023-2050 % Change	*+30.7%*	--	*-38.4%*	--

Sources: California Employment Development Department, Labor Market Information Division, *Monthly Labor Force Data for Cities and Census Designated Places (CDP), Annual Average 2023 - Revised,* March 22, 2024; San Diego Association of Governments, *Series 14 Regional Growth Forecast and SCS Land Use Pattern Subregional Allocation*, December 2, 2021.

San Diego County

According to the EDD, the County had an estimated 1,596,400 jobs and an unemployment rate of 3.9 percent in 2023. SANDAG projections indicate that the County will have an estimated 2,086,318 jobs by 2050.

City of Oceanside

As indicated in Table 5.13-3, the City had an estimated 82,400 jobs and an unemployment rate of 4.1 percent in May 2023. SANDAG projections indicate that the number of jobs within the City are forecast to decrease by 31,644 jobs to 50,756 jobs by 2050.

The jobs/housing ratio is used as a general measure of balance between a community's employment opportunities and the housing needs of its residents. However, it does not indicate the types of jobs available or if wages are commensurate with housing prices. A ratio of 1.0 or greater generally indicates that a community provides adequate employment opportunities, potentially allowing its residents to work within the community (rather than commuting to neighboring cities). As of 2023, the City's jobs/housing ratio is approximately 1.2.

5.13.2 REGULATORY SETTING

STATE LEVEL

California Government Code Sections 655801–65590

State law mandates local communities to plan for enough housing to meet projected growth in California. Article 10.6 of the California Government Code (Sections 655801–65590) requires each County and City to prepare a Housing Element of its General Plan. The housing element is one of seven state-mandated elements that every General Plan must contain, and it is required to be updated every five years and determined legally adequate by the State. The purpose of the housing element is to identify the community's housing needs; state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs; and define the policies and programs that the community will implement to achieve the stated goals and objectives.

REGIONAL LEVEL

San Diego Association of Governments Regional Plan

San Diego Forward: The 2021 Regional Plan (2021 Regional Plan) is SANDAG's comprehensive planning guide that combines the Regional Transportation Plan (RTP), Sustainable Communities Strategy (SCS), and Regional Comprehensive Plan as identified in and required by California Government Code Section 65080. The 2021 Regional Plan also includes the elements required by numerous other policy documents and regulations, such as the Regional Comprehensive Plan (Public Utilities Code Section 132360 et seq.) and the Regional Housing Needs Assessment (RHNA). The 2021 Regional Plan complies with specific State and federal mandates, including an SCS, per California Senate Bill 375 (SB 375), that achieves GHG emissions reduction targets set by the California Air Resources Board (CARB); compliance with federal civil rights requirements (Title VI); environmental justice considerations; air quality conformity; and public participation.

Regional Housing Needs Assessment (RHNA)

State law requires that jurisdictions provide their fair share of regional housing needs. The State of California Department of Housing and Community Development (HCD) is mandated to determine the Statewide housing need. In cooperation with HCD, local governments and Councils of Governments (COGs) are charged with making a determination of the existing and projected housing needs as a share of the Statewide housing need of their city or region.

The Regional Housing Needs Assessment (RHNA) is an assessment process performed periodically as part of housing element and general plan updates at the local level. The RHNA quantifies the housing need by income group within each jurisdiction during specific planning periods. The *6th Cycle Final RHNA Allocation Plan* was adopted by the SANDAG Regional Council on November 22, 2019 and covers the planning period from April 15, 2021 through April 15, 2029.

According to SANDAG's *6th Cycle Final RHNA Allocation Plan*, the housing needs of the City for the 2021-2029 planning period is 5,443 housing units; refer to Table 5.13-4, *Oceanside 2021-2029 RHNA Allocation*. Table 5.13-4 summarizes the specific number of housing units per income category anticipated to be provided between 2021 and 2029.

Table 5.13-4
Oceanside 2021-2029 RHNA Allocation

Income Category[1]	RHNA Allocation (Units)
Very Low	1,268
Low	718
Moderate	883
Above Moderate	2,574
Total	**5,443**

Source: San Diego Association of Governments, *Final 6th Cycle Regional Housing Needs Assessment Plan,* July 10, 2020.

The RHNA allows communities to anticipate growth so that collectively, the region can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair share housing needs.

LOCAL LEVEL

City of Oceanside General Plan 2021-2029 Housing Element

The *City of Oceanside General Plan 2021-2029 Housing Element* (Housing Element) was adopted by the City Council on June 16, 2021 and has since been revised in February 2022, October 2022, and June 2023 in response to the California Department of Housing and Community Development (HCD) compliance letters. HCD issued the City and approval letter on August 18, 2023 deeming the Housing Element substantially compliant with State Housing Law upon re-adoption and submittal to HCD in accordance with Government Code section 65585. The Housing Element identifies and establishes the City's strategy for the maintenance and development of housing to meet the needs of existing and future residents. It establishes policies that guide City decision making and an action program to implement housing goals for the State-designated eight-year planning period from April 15, 2021 through April 15, 2029. The City's housing strategy is based on a comprehensive evaluation of existing housing programs and policies; an assessment of the City's population, economic, and housing characteristics; and a discussion of the physical and regulatory resources and constraints for housing production.

5.13.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in Appendix 11.1, of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it 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) (refer to Impact Statement PHE-1); and/or

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (refer to Section 8.0, *Effects Found Not To Be Significant*).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.13.4 IMPACTS AND MITIGATION MEASURES

POPULATION GROWTH

PH-1 THE PROJECT COULD DIRECTLY OR INDIRECTLY INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH.

Impact Analysis: The project would allow development of up to 547 residential units within a mixed-use transit-oriented community in accordance with the proposed Specific Plan. Therefore, project implementation could induce direct population growth in the City.

It is unlikely that all future residents of the anticipated 547 residential units would relocate from outside of Oceanside. Thus, this analysis conservatively assumes all future residents would relocate from outside of the City. Based on the City's average household size of 2.68 person per household[1], the 547 proposed units would introduce up to 1,466 additional residents to the City. The anticipated population growth associated with the project represents a 0.86 percent increase from the City's current population of 171,063 persons.

According to the City's Housing Element, currently there is not sufficient capacity in the City to accommodate the total RHNA requirement of 5,433 units. However, the City is expected to meet its obligation by focusing housing development in smart growth opportunity areas, particularly transit-oriented sites and major commercial corridors, and by "upzoning" sites in coordination with the General Plan update. The project proposes a Zone Amendment to change the zoning designation for the project site from various designations to Specific Plan (SP), which would allow for increased residential development on the project site, thus assisting the City in meeting its RHNA obligations.

Table 5.13-5, *Proposed Project Buildout Compared to SANDAG Growth Forecasts*, compares the project's anticipated housing and population growth with SCAG's 2050 growth projections for Oceanside. As indicated in Table 5.13-5, SANDAG projects that the City's housing stock would total 71,359 dwelling units with a resultant population of 184,283 persons by 2050. As shown, the proposed project's buildout would be within SANDAG's population and dwelling unit forecasts for 2050. Therefore, the project would not result in substantial unplanned population growth and impacts in this regard would be less than significant.

[1] California Department of Finances, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2023, with 2020 Benchmark*, May 2023.

JOBS/HOUSING BALANCE

As stated above, the jobs/housing ratio is used as a general measure of balance between a community's employment opportunities and the housing needs of its residents. As of 2023, the City's jobs/housing ratio is approximately 1.2.[2,3]

Table 5.13-5
Proposed Project Buildout Compared to SANDAG Growth Forecasts

Description	San Diego County		City of Oceanside	
	Dwelling Units	Population	Dwelling Units	Population
Existing Conditions (May 2023)	1,256,497	3,269,755	68,064	171,063
Proposed Project	547	1,466[1]	547	1,466[1]
Total (Including Proposed Project)	**1,257,044**	**3,271,221**	**68,611**	**172,529**
SANDAG 2050 Forecasts	1,471,299	3,746,073	71,359	184,283
Project's Net Development Potential Compared to SANDAG'S 2050 Forecast Assumption	-214,255	-474,852	-2,748	11,754

Notes:
1. Based on City's average household size of 2.68.

Sources: California Department of Finances, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2023, with 2020 Benchmark*, May 2023; San Diego Association of Governments, *Series 14 Regional Growth Forecast and SCS Land Use Pattern Subregional Allocation*, December 2, 2021.

The proposed project would develop a mixed-use, transit-oriented community with approximately 160,656 square feet of hotel use, 64,085 square feet of office use, and 29,196 square feet of commercial/retail use. As shown in Table 5.13-6, *Proposed Project Employment Generation*, based on employment generation rates per land use type, the proposed non-residential land uses are forecast to create approximately 471 new jobs through project buildout, increasing employment in the City to 82,871.[4] The existing employed population in the City already exceeds SANDAG's 2050 projection; as such, the jobs added by the proposed project would further surpass this threshold. However, the jobs added by the proposed project would be within the projected growth for the County.

[2] California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2023, with 2020 Benchmark*, May 2023.

[3] California Employment Development Department, Labor Market Information Division, *Monthly Labor Force Data for Cities and Census Designated Places (CDP), Annual Average 2023 - Revised,* March 22, 2024.

[4] Oceanside Unified School District, *Residential and Commercial/Industrial Development School Fee Justification Study*, April 28, 2022.

Table 5.13-6
Proposed Project Employment Generation

Land Use Type	Generation Rate (Employees per 1,000 Square Feet)	Proposed Project Employment Generation
Retail and Service	2.2371	65
Office	3.4965	224
Hotel	1.1325	182
	Total	**471**

Source: Oceanside Unified School District, *Residential and Commercial/Industrial Development School Fee Justification Study*, April 28, 2022.

Based on existing conditions, the dwelling units and jobs created by the proposed project would not change the City's job/housing ratio from 1.2. As discussed above, a ratio of 1.0 or greater generally indicates that a community provides adequate employment opportunities, potentially allowing its residents to work within the community (rather than commuting to neighboring cities). As such, regarding the City's jobs/housing ratio, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.13.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts."

- **THE PROPOSED PROJECT, COMBINED WITH OTHER RELATED PROJECTS, COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS RELATED TO SUBSTANTIAL UNPLANNED POPULATION GROWTH.**

Impact Analysis: Cumulative impacts involving population and housing are analyzed in terms of consistency with General Plan and SANDAG growth assumptions for applicable jurisdictions. As stated above, buildout of the proposed project would introduce up to 1,466 additional residents and 547 dwelling units to the City. In order to provide adequate land capacity to provide for the City's RHNA requirements, the City completed a rezone in March 2023 to allow for increased mixed-use density in commercial zone as part of its General Plan update and Smart and Sustainable Corridors Specific Plan preparation. Accordingly, the proposed Zone Amendment (ZA) would allow the additional 547 dwelling units to be developed on a transit-oriented site, thus assisting the City in meeting its RHNA obligations. Further, Tables 5.13-5 and 5.13-6 compared the project's anticipated population and housing growth to the SANDAG growth forecasts. As summarized above, buildout in accordance with the Specific Plan would be within SANDAG's population and dwelling unit projections for 2050. Thus, the project's incremental effects involving population and housing growth are not considered cumulatively significant and would not result in substantial unplanned cumulative population growth.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.13.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the proposed project would not result in any significant and unavoidable impacts pertaining to population and housing.

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5.14 PUBLIC SERVICES AND RECREATION

Public services addressed in this section include fire protection, police protection, schools, and other public facilities such as libraries. Potential impacts to park and reaction facilities are also addressed in this section. This section discusses the existing conditions, which provide the necessary baseline information. Mitigation measures are identified to avoid or lessen potential impacts, where necessary.

This section is based upon information from public service agencies; refer to Appendix 11.2, *Notice of Preparation/Initial Study Comment Letters* and Appendix 11.11, *Public Services Correspondence*. Additional references include the *City of Oceanside General Plan* (General Plan), and the *City of Oceanside Municipal Code* (Municipal Code).

5.14.1 EXISTING SETTING

FIRE PROTECTION

City of Oceanside Fire Department (OFD) provides fire protection and emergency response services to the project area. OFD is organized into six divisions: Administration, Operations and Emergency Medical Services (EMS), Community Risk Reduction, Training/Fire Academy, Lifeguards, and Disaster Preparedness. The OFD maintains eight stations; the nearest station to the project site and thus the station that would be the first responder to the site is OFD Station 1, located approximately 0.4 mile north of the project site at 714 Pier View Way. Station 1 has one fire engine, one ambulance, and five total personnel.[1]

The OFD serves over 180,000 residents and visitors, with services provided by 115 full-time fire personnel, 34 full and part-time emergency medical technicians, seven full-time lifeguard personnel, 76 part-time lifeguard personnel, with an additional staff of eight providing support. The following apparatus are in service full time:

- seven (7) fire engines
- one (1) tiller truck
- five (5) ambulances
- three (3) Type-3 brush engines
- one (1) Type-6 brush engine
- one (1) water tender
- one (1) command vehicle (Battalion Chief)
- one (1) command and interoperability trailer
- one (1) incident support trailer
- one (1) mass casualty response vehicle
- one (1) confined space trailer

The OFD currently meets its target response time of five minutes or less, 90 percent of the time. This response time starts when the emergency call is received at the Fire Department Dispatch Center and ends when the first unit arrives at the scene. The dataset used for this analysis is from the Oceanside

[1] Written Correspondence, David Parsons, City of Oceanside Fire Chief, April 2023.

Fire Department Records Management System (RMS) for Calendar Year 2022. An analysis was performed on the project site for emergency responses. There were 176 responses to the project site in calendar year 2022. The first arriving unit arrived at the project site in five minutes or less on 58 percent of responses. The 90th Percentile Response Time for emergency responses to the project site was 7 minutes and 17 seconds.[2]

In addition to providing emergency response services, non-emergency functions are continually performed by the OFD, including fire investigations, plan checks for all new development, fire prevention inspections, and public education and informational programs. 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.

The construction of new Fire Station 1 is currently in process that will be located at 410 Freeman Street. Construction of a new Fire Station 1 will allow for the potential staffing of a fire engine, truck company, one ambulance, one Battalion Chief and an Emergency Medical Services (EMS) Squad in the downtown area. However, there is no funding currently available for the purchase of a new aerial truck apparatus or the staffing needed for the truck or EMS Squad.[3]

POLICE PROTECTION

The project site is served by the City of Oceanside Police Department (OPD). The nearest station to the project site is located approximately 3.6 miles to the northeast at 3855 Mission Avenue. The OPD has an authorized budgeted strength of 219 sworn and 115 professional staff members and handles approximately 110,000 calls for service each year.[4] OPD has 10 patrol beats, three of which are located in Sector 1, which provides service for the project site. These are one-person units that are staffed 24 hours a day, seven days a week, 365 days a year. The OPD's six-person downtown team operates from 4 a.m. to midnight. Priority 1 (serious calls) have a target response time of less than five minutes, which the OPD is currently meeting.[5]

The OPD is a participant of the San Diego County Crime Free Multi-Housing Program, which provides a voluntary certification process for residential developments. The three-phase training includes information on Crime Prevention Through Environmental Design (CPTED), which contributes to anticipated benefits such as reduced police calls for service, a more stable resident base, and reduced exposure to civil liability.[6,7]

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2 Written Correspondence, David Parsons, City of Oceanside Fire Chief, April 2023.

3 Ibid.

4 Oceanside Police Department, *About Us*, https://www.oceansidepolice.com/about-opd, accessed May 22, 2023.

5 Written Correspondence, Lieutenant Matt Cole, Oceanside Police Department, June 2023.

6 Oceanside Police Department, *Resources: Crime Free Multi-Housing Program*, https://www.oceansidepolice.com/resources/crime-free-multi-housing-program, accessed June 28, 2023.

7 Written Correspondence, Lieutenant Matt Cole, Oceanside Police Department, June 2023.

SCHOOLS

The project site is served by Oceanside Unified School District (OUSD). OUSD serves approximately 16,600 students.[8] Existing OUSD school facilities include 15 elementary schools, four middle schools, and two high schools.[9]

Table 5.14-1, *Oceanside Unified School District Facilities*, identifies the existing enrollment and capacity of the district; as shown, the capacity for student enrollment for elementary schools is currently adequate, whereas there is a shortage in both middle and high school capacity.

Table 5.14-1
Oceanside Unified School District Facilities

School (Grade Levels)	2021-2022 Capacity	2021-2022 Enrollment	Remaining Capacity
Elementary School (K-5)	9,243	7,390	1,853
Middle School (6-8)	3,465	3,590	-125
High School (9-12)	5,100	5,102	-2
Total	**17,808**	**16,082**	**1,726**

Sources: Oceanside Unified School District, *Residential and Commercial/Industrial Development School Fee Justification Study*, April 28, 2022.

Table 5.14-2, *Project-Serving School Capacity*, identifies the existing enrollment and capacity of each school serving the project site and, as shown, the capacity for student enrollment of each school levels is currently adequate.

Table 5.14-2
Project-Serving School Capacity

School (Grade Levels)	2021-2022 Enrollment	Remaining Capacity
South Oceanside Elementary School (K-5)	416	821
Lincoln Middle School (6-8)	566	1,028
Oceanside High School (9-12)	2,204	2,673

Sources: Written Correspondence, Andrea Norman, Oceanside Unified School District, , July 24, 2023.

OUSD collects developer fees for school facilities from residential and commercial/industrial development in order to offset impacts to school services. OUSD collects developer fees in the amount of $4.79 per square foot of multi-family residential development, $0.78 per square foot of retail and services development, $0.78 per square foot of office development, and $0.573 per square foot of hotel development.[10, 11]

[8] Oceanside Unified School District, *Residential and Commercial/Industrial Development School Fee Justification Study*, April 28, 2022.

[9] Oceanside Unified School District, *About OUSD*, https://www.oside.us/domain/64, accessed May 22, 2023.

[10] Oceanside Unified School District, *Residential and Commercial/Industrial Development School Fee Justification Study*, April 28, 2022.

[11] Written Correspondence, Andrea Norman, Oceanside Unified School District, July 24, 2023.

PARKS AND RECREATION

The City currently has approximately 642.5[12] acres of park land, as well as approximately 155 acres of public school-ground acreage through Memorandums of Understanding (MOUs) with OUSD 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 recreation facilities consist of 15 community and 17 neighborhood parks, one regional park, three recreation centers (Junior Seau Community Center, Joe Balderamma Recreation Center, and Melba Bishop Recreation Center), a YMCA and Boys and Girls Club, two senior centers, five skateparks, and two pools. Other facilities include Oceanside's 3.5 miles of beach, the harbor, and the pier.[13]

The City's General Plan Recreational Trails Element focuses on the provision and maintenance of pedestrian, bicycle, and equestrian trial 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.[14] Based on the current population of 171,063 person, the City currently provides approximately 4.7 acres of park per 1,000 residents; this equates to a deficit of approximately 58 acres.

In addition, the City's Parks and Recreation Division has a Parks and Recreation Master Plan to create a vision for the Park and Recreation system. The Parks and Recreation Master Plan was updated in 2019 and provides a guide for the orderly development of future park, recreation, 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.

Table 5.14-3, *Local Area Parks*, identifies existing City recreation facilities which serve the project site. The nearest park to the project site is Tyson Street Park, located 0.12 mile from the project site. Tyson Street Park includes such amenities as a picnic area, play equipment, restrooms, and parking.

Table 5.14-3
Local Area Parks

Park Name	Address	Distance to Project Site (miles)
Tyson Street Park	121 South Pacific Street	0.12
Pacific Street Linear Park	1st Street, between the Strand South and South Pacific Street	0.13
Sunshine Brooks Theater	217 North Coast Highway	0.14
Junior Seau Beach Community Center	300 The Strand North	0.25
Joseph Balderrama Recreation Center	709 San Diego Street	< 2 miles
Country Club Senior Center	455 Country Club Lane	< 3 miles
Brooks Street Swim Center	130 Brooks Street	< 3 miles

Source: City of Oceanside, *Onward: City of Oceanside General Plan Update, Background Report #2: Land Use & Community Resources*, June 2021; Written Correspondence, Mark Olson, Oceanside Parks and Recreation Department, October 17, 2023.

[12] Written Correspondence, Mark Olson, Oceanside Parks and Recreation Department, October 17, 2023.

[13] City of Oceanside, *Onward: City of Oceanside General Plan Update, Background Report #2: Land Use & Community Resources*, June 2021.

[14] Written Correspondence, Mark Olson, Oceanside Parks and Recreation Department, October 17, 2023.

PUBLIC LIBRARIES

The project site is served by the Oceanside Public Library. Table 5.14-4, *Local Libraries*, identifies existing City library branches in proximity to the project area.

Table 5.14-4
Local Libraries

Branch Name	Address	Distance to Project Site (miles)	Description
Civic Center Library	330 North Coast Highway	0.5	Approximately 36,315 square feet; 11 staff; four volunteers
Oceanside READS Learning Center	802 Pier View Way	0.6	Approximately 2,295 square feet; three staff; four to five volunteers
Mini-Library at The Country Club Senior Center	455 Country Club Lane	1	Approximately two square feet; one Parks and Recreation staff or volunteer
Mobile Library Stop at Joe Balderrama Park	709 San Diego Street	1.4	Approximately 300 square feet; two staff
Source: Written Correspondence, Oceanside Public Library, April 16, 2023.			

The General Plan Community Facilities Element establishes standards for the adequacy of library services provided by the City. This includes 0.55-square feet of library facilities per resident, of which the City is currently meeting 55 percent of the standard with approximately 53,400 square feet of library space; 3.0 items (i.e., number of volumes, DVDs, etc.) per resident, of which the City is currently providing 0.97 items per resident; and three staff per 6,000 residents. The City currently employs 53 staff.[15]

The Oceanside Public Library program currently offers robust programming for all ages in the City, such as storytimes, book clubs, art classes, and reading challenges. It offers adult and family literacy support, bookmobiles, concerts, author events, kindergarten readiness workshops, homework help, and many other services. Personalized reading recommendations, volunteer opportunities, teen internships, and inspiring art exhibits are provided as well. Offerings to check out include books, e-books, e-audio, e-resources, and newer nontraditional items, including California State Park Passes for day use, toys for ages zero to five, a Seed Library, Check Out Nature Backpacks, and ukuleles (as an extension of cultural activities). The program also manages the City's arts and cultural work, through the City's Arts Commission and state-designated Oceanside California Cultural District.[16]

The Oceanside Public Library is undergoing a Library Study, which will produce a Facilities Plan, Service Assessment, and its next 4-year Strategic Plan. This work has commenced and will be completed approximately at the end of calendar year 2023. It will create a document, the *Facilities Plan*, that will most likely take the place of the current City's Community Facilities Element. The Oceanside Public Library intends to expand the mini-Library program to other City facilities, and may embrace

[15] City of Oceanside, *Onward: City of Oceanside General Plan Update, Background Report #2: Land Use & Community Resources*, June 2021.

[16] Ibid.

other expansion strategies following the Library Study work. As discussed above, current adequacy measures are not being met; these standards will be reviewed during the Library Study.[17]

5.14.2 REGULATORY SETTING

STATE LEVEL

California Code of Regulations Title 24 – Fire Codes

California Code of Regulations (CCR) Title 24, refers to the California Building Code (CBC), contains complete regulations and general construction building standards of state adopting agencies, including administrative, fire and life safety, and field inspection provisions. Part 2 of the CBC was updated in 2008 to reflect changes in the base document from the Uniform Building Code to the International Building Code. Part 9 of the CBC refers to the California Fire Code, which contains other fire safety-related building standards. In particular, the CBC Chapter 7A, *Materials and Construction Methods for Exterior Wildfire Exposure*, addresses fire safety standards for new construction.

California Public Resources Code Sections 4290-4299 And General Code Section 51178

A variety of State codes, particularly Public Resources Code Sections 4290-4299 and General Code Section 51178, require minimum statewide fire safety standards pertaining to: roads for fire equipment access; signage identifying streets, roads, and buildings; minimum private water supply reserves for emergency fire use; and fire fuel breaks and greenbelts. They also identify primary fire suppression responsibilities among the federal, State, and local governments. In addition, any person who owns, leases, controls, operates, or maintains a building or structure in or adjoining a mountainous area or forest-covered, brush-covered, or grass-covered land, or any land covered with flammable material, must follow procedures to protect the property from wildland fires. This regulation also helps ensure fire safety and provide adequate access to outlying properties for emergency responders and safe evacuation routes for residents.

LEROY F. GREENE SCHOOL FACILITIES ACT OF 1998 (SENATE BILL 50)

Senate Bill 50 (SB 50) was enacted by the State Legislature in 1998 and made significant amendments to existing state law governing school fees. Specifically, SB 50 amended prior California Government Code Section 65995(a) to prohibit state or local agencies from imposing school impact mitigation fees, dedications or other requirements in excess of those provided in the statute in connection with "any legislative or adjudicative act...by any state or local agency involving...the planning, use, or development of real property...." The legislation also amended California Government Code Section 65996(b) to prohibit local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "legislative or adjudicative act [involving] the planning, use or development of real property." Further, SB 50 established the base amount of allowable developer fees: $1.93 per square foot for residential construction and $0.31 per square foot for commercial.

[17] City of Oceanside, *Onward: City of Oceanside General Plan Update, Background Report #2: Land Use & Community Resources*, June 2021.

These base amounts are commonly called "Level 1 fees" and are the same caps that were in place at the time SB 50 was enacted. Level 1 fees are subject to inflation adjustment every two years.

In certain circumstances, for residential construction, school districts can impose fees that are higher than Level 1 fees. School districts can impose Level 2 fees, which are equal to 50 percent of land and construction costs if they: (1) prepare and adopt a school needs analysis for facilities; (2) are determined by the State Allocation Board to be eligible to impose these fees; and (3) meet at least two of the following four conditions:

- At least 30 percent of the district's students are on a multi-track year-round schedule;
- The district has placed on the ballot within the previous four years a local school bond that received at least 50 percent of the votes cast;
- The district has passed bonds equal to 30 percent of its bonding capacity; or
- At least 20 percent of the district's teaching stations are relocatable classrooms.

Additionally, if the State's bond funds are exhausted, a school district that is eligible to impose Level 2 fees is authorized to impose even higher fees. Commonly referred to as "Level 3 fees," these fees are equal to 100 percent of land and construction costs of new schools required as a result of new developments.

Quimby Act

The Quimby Act (Government Code Section 66477) states that the legislative body of a city or county may, by ordinance, require the dedication of land or impose a fee payment requirement of in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative map or parcel map, provided certain requirements are met. This Section further states that "the dedication of land, or the payment of fees, or both, shall not exceed the proportionate amount necessary to provide three (3.0) acres of park area per 1,000 persons residing within a subdivision subject to this section."

Proposition 40 Park Bond Act

Proposition 40 is intended to maintain a high quality of life for California's growing population by providing a continuing investment in park and recreational facilities. Specifically, it is for acquisition and development of neighborhood, community, and regional parks, and recreational land and facilities, in urban and rural areas. Projects eligible for funding include an acquisition, development, improvement, rehabilitation, restoration, enhancement and the development of interpretative facilities, or local parks and recreational land and facilities, and funds are distributed based on a city's population.

LOCAL LEVEL

City of Oceanside General Plan

The City of Oceanside General Plan Community Facilities Element provides long-term policies for public services within the City, including fire protection, police protection, schools, and libraries. The

element outlines adequate service ratios and future planning policies by which the Fire Department and Police Department must abide. The following policies are appliable to the project:

COMMUNITY FACILITIES ELEMENT

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.

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 related to parks and recreation below.

COMMUNITY FACILITIES ELEMENT

Additionally, the Community Facilities Element provides goals and policies aimed to provide adequate public facilities that support recreational and leisure activities as well as to contribute to overall health of the City's residents. Specifically, the Community Facilities Element establishes that an adequate parkland goal is five acres of dedicated parkland per 1,000 residents within the city. As defined in the Community Facilities Element, community parks should meet the following:

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 to 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 man-made structures.

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 related to parks and recreation the Land Use Element gives overall direction of encouraging, preserving, and developing adequate open space, park areas, and recreation 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.

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 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.

Bicycle Master Plan

The Bicycle Master Plan is a comprehensive update to the 1995 City of Oceanside Circulation Element and Recreational Trails Element and identifies points where the city's bikeway system could be integrated with the San Diego County regional bikeway system. The Bicycle Master Plan evaluates the City's existing bikeway facility system and its relationship with other systems, such as mass transit, and recommends improvements wherever appropriate. Additionally, the goal of the Bicycle Master Plan is to maximize the efficiencies offered by multi-modal connections between mass transit and bikeways as well as to promote a viable alternative to the automobile travel in a climate particularly conducive to bicycle transportation. The 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.

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 Municipal Code

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; (e) Park fees imposed pursuant to article 40 of the Zoning Regulations (Ordinance No. 88-22, as amended).

MUNICIPAL CODE 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 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. 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 must 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 must 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.

MUNICIPAL CODE CHAPTER 32D, PARK LAND 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 must 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 five (5) acres of developed parkland for each one thousand (1,000) people, set forth in the community facilities element, a developer must dedicate land and/or pay a fee as required by this chapter. The city council must, by resolution, fix said dedication and/or fee requirements. Fees collected pursuant to this chapter must be allocated and expended pursuant to the requirements of Chapter 32B of the City Code.

5.14.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in Appendix 11.1, of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section:

PUBLIC SERVICES

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 (refer to Impact Statement PSR-1);
- Police protection (refer to Impact Statement PSR-2);
- Schools (refer to Impact Statement PSR-3);
- Parks (refer to Impact Statement PSR-4); or
- Other public facilities (refer to PSR-5).

RECREATION

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 (refer to Impact Statement PSR-4);

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 (refer to Impact Statement PSR-4);

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.14.4 IMPACTS AND MITIGATION MEASURES

FIRE PROTECTION SERVICES

PSR-1 PROJECT IMPLEMENTATION COULD RESULT IN THE NEED FOR ADDITIONAL FIRE PROTECTION FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS,

IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES.

Impact Analysis:

CONSTRUCTION IMPACTS

The project would not result in the need for the construction of any new or physically altered fire protection facilities. Construction activities associated with the project could temporarily result in an incrementally increased demand for OFD fire protection services. However, all construction activities would be subject to compliance with applicable State and local regulations in place to reduce risk of construction-related fire (i.e., requirements for emergency access, hazardous material handling, and fire protection systems; project-specific fire and safety requirements may be added during building and fire plan check with OFD). Additionally, the project would be required to comply with CCR Title 24, i.e. the CBC standards regarding site access requirements and fire safety precautions. With compliance with State and local regulations, construction-related impacts to fire protection services from the project would be less than significant in this regard.

OPERATIONAL IMPACTS

The project would be designed in accordance with the CCR Title 24, i.e. the CBC, and the 2022 *California Fire Code*. The California Fire Code includes fire safety-related building standards for construction, access, water mains, fire flows, and hydrants. Further, the City and OFD would review all building plans for the proposed project during the building permit plan check to ensure that there is sufficient access and water system requirements are met, and that the proposed project meets all applicable building code requirements, including automatic sprinkler systems, fire extinguishers, and fire alarms.

The project proposes installation of on-site infrastructure, including domestic water lines for the purpose of fire flow. On-site water connections would be constructed, as necessary, to comply with the fire flow set for the project by Section 2 of the *City of Oceanside Water, Sewer, and Reclaimed Water Design and Construction Manual* (Design and Construction Manual) and by OFD. Based on the City's 2015 Water Master Plan, the project site is located in pressure zone Talone (320); the project-approved fire master plan is not yet available, therefore, the City standard criteria of 4,000 gallons per minute (gpm) was assumed for the project site.[18] The *Water and Sewer Capacity Study for the Tremont Site, North County Transit District (NCTD) Oceanside Transit Center, 235 South Tremont Street, City of Oceanside, CA* (Water and Sewer Capacity Study) concluded that during peak hour potable water demands, resulting minimum service pressures meet the City's minimum pressure requirements; during fire flow simulation to on-site fire hydrants, the resulting residual pressures and maximum pipeline velocity complied with the City's requirements.[19] Prior to the issuance of building permits, the OFD would be required to grant approval of the final building design, including all fire prevention and suppression systems

[18] Stantec Consulting Services Inc., The *Water and Sewer Capacity Study for the Tremont Site, North County Transit District (NCTD) Oceanside Transit Center, 235 South Tremont Street, City of Oceanside, CA*, September 8, 2022.

[19] Ibid.

In the event of an emergency, adequate emergency access to the site would be provided from a number of roadways. Specifically, emergency accessways are proposed at the intersection of Tremont Street and Topeka Street and the intersection of Cleveland Street and Topeka Street in the center of the site; at the intersection of Tremont Street and Michigan Avenue in the southern portion of the site; and at the intersection of Cleveland Street and Missouri Avenue at the southern end of the site. OFD would be required to review and approve all final site plans for the project to ensure adequate site accessibility and response times.

Two of the five buildings of the proposed development would be required to annex in the Citywide Public Safety Community District (CFD) as it would exceed 16 dwelling units. Annexation into the Citywide Public Safety CFO shall occur prior to occupancy of the first dwelling unit. 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 towards 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 and pursuant to the Development Agreement (DA) for the proposed project.

Project implementation would not induce significant unplanned population growth; refer to Section 5.13, *Population and Housing*. Therefore, although the proposed project is expected to increase demand for OFD services, upon payment of applicable fair share development impact fees, the demand would not be substantial or result in the need for additional fire protection facilities, and would not adversely impact service ratios, response times, or other OFD performance standards. [20] 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. Therefore, the project would result in a less than significant impact in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

POLICE PROTECTION SERVICES

PSR-2 PROJECT IMPLEMENTATION COULD RESULT IN THE NEED FOR ADDITIONAL POLICE PROTECTION FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVES.

Impact Analysis:

CONSTRUCTION IMPACTS

The project would not result in the need for the construction of any new or physically altered police protection facilities. As discussed in Section 5.8, Mitigation Measure TRA-1 would require a CMP,

[20] Written Correspondence, Randy Hill, Assistant Fire Marshal, Oceanside Fire Department, October 31, 2023.

which would require the construction contractor to coordinate with the Director of Public Works regarding timing and duration of proposed temporary lane and/or sidewalk closures to ensure the closures would not impact operations of adjacent uses or emergency access. Therefore, construction activities would not substantially impact police response times.

OPERATIONAL IMPACTS

The project site is developed with the NCTD transit center and currently receives police protection services from the OPD. As discussed in Section 3.0, *Project Description*, project buildout would result in the construction of up to 547 dwelling units which has the potential to introduce up to 1,466 additional residents to the City. Although the proposed residential development would increase demand for police protection services, the proposed project is not anticipated to result in substantial unplanned population growth; refer to Section 5.13. Ongoing coordination with the OPD, including implementation of CPTED and/or optional participation in the San Diego County Crime Free Multi-Housing Program, would further ensure that the new residential population would not increase police response times or calls to service overall.

In the event of an emergency, adequate emergency access to the site would be provided from a number of roadways. Specifically, emergency accessways are proposed at the intersection of Tremont Street and Topeka Street and the intersection of Cleveland Street and Topeka Street in the center of the site; at the intersection of Tremont Street and Michigan Avenue in the southern portion of the site; and at the intersection of Cleveland Street and Missouri Avenue at the southern end of the site.

The project would also be subject to compliance with applicable State and local regulations to reduce impacts to police protection services, including Municipal Code Chapter 32B and 32C, which requires new development to provide funds towards 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; as such, operational-related impacts concerning police protection services would be less than significant.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Less Than Significant Impact with Mitigation Incorporated.

SCHOOL SERVICES

PSR-3 PROJECT IMPLEMENTATION COULD RESULT IN THE NEED FOR ADDITIONAL SCHOOL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE PERFORMANCE OBJECTIVES.

As indicated in Table 5.14-1, OUSD schools that would serve the proposed project would have the capacity necessary to accommodate project-generated students. In accordance with OUSD Student Generation Rates for multi-family attached units, the project would have the potential to generate approximately: [21]

[21] Written Correspondence, Andrea Norman, Oceanside Unified School District, July 24, 2023.

- 49 Elementary School Level Students (547 dwelling units * 0.090);
- 25 Middle School Level Students (547 dwelling units * 0.045); and
- 33 High School Level Students (547 dwelling units * 0.060).

The generation of approximately 107 is expected to be adequately served by OUSD. Additionally, it should be considered that not all students residing at the project site would be new to the City or OUSD. Further, in compliance with AB 2926, SB 50, and City development impact fees, the project would be required to contribute its fair share of the cost of increasing demand for school facilities through payment of development impact fees. According to Section 65996 of the California Government Code, payment of statutory fees is considered full mitigation for new development projects. Thus, upon payment of required fees by the Applicant, consistent with existing OUSD and State requirements, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PARKS AND RECREATIONAL FACILITIES

PSR-4 PROJECT IMPLEMENTATION COULD RESULT IN THE NEED FOR ADDITIONAL PARKS AND RECREATIONAL FACILITIES AND/OR THE INCREASED USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION COULD OCCUR OR BE ACCELERATED. PROJECT IMPLEMENTATION WOULD RESULT IN THE CONSTRUCTION OF PARKS AND RECREATIONAL FACILITIES WHICH COULD HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT.

Impact Analysis:

CONSTRUCTION IMPACTS

Due to its temporary nature, project construction activities would not generate an increase in the City's population and no impacts concerning parks and recreational facilities would result.

OPERATIONAL IMPACTS

As discussed above, the City is currently experiencing a deficit of more than 58 acres of parkland to satisfy the City's parkland standards. The Environmental Resource Management Element of the General Plan specifies that a minimum of five acres of park space per 1,000 City residents be devoted to parks and recreation. According to Section 5.13, the project's potential buildout would generate a population increase of approximately 1,466 persons and would require approximately 7.3 acres of parkland.

Per the proposed Specific Plan standards, the proposed project would be required to provide 150 square feet of open space per dwelling unit, for a total of 82,050 square feet, or 1.88 acres, of open space. Private outdoor space and publicly accessible outdoor space would be provided, including a proposed Station Plaza that would function as the active hub of the project, providing convenience and comfort for waiting transit riders and commuters, while also accommodating various community-

based events of modest scale, such as seasonal events, passive art installations and street musician performances, subject to the terms and conditions as stated in North County Transit District Ordinance 3, Section 2.6, *Commercial Activities, Solicitation, and Expressive Activities*. The plaza would feature a high level of amenity, including patterned hardscape, native landscape materials, decorative lighting, seating areas, and public art. Moreover, various streetscape enhancements and pedestrian amenities, would promote walkability and improve pedestrian connections.

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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 recreational amenities 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 Applicant would be responsible to pay applicable development and park impact fees. Such fees for new residential development within the City go towards 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.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PUBLIC LIBRARIES

PSR-5 PROJECT IMPLEMENTATION COULD RESULT IN THE NEED FOR ADDITIONAL PUBLC LIBRARY FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE PERFORMANCE OBJECTIVES.

Impact Analysis: As discussed in Section 5.13, project buildout is anticipated to generate approximately 1,466 residents. As such, the project would increase demand for library services within the project area. The Oceanside Public Library system is currently inadequate in serving the City's existing population; however, the Oceanside Public Library is undergoing a Library Study, which is anticipated to be completed at the end of 2023, which will help expand the system's resources. Additionally, 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. As such, impacts related to library services would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.14.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts." As outlined in Table 4-1, Cumulative Projects List, and illustrated on Exhibit 4-1, Cumulative Projects Map, cumulative projects are located on both developed and undeveloped sites.

FIRE PROTECTION SERVICES

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR FIRE PROTECTION SERVICES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Cumulative development projects within the OFD's service area in the City would have the potential to result in the need for additional OFD resources (i.e., additional staffing, equipment, expanded/new facilities). However, cumulative projects would be subject to all applicable laws, ordinances, and regulations in place for fire protection and emergency services. Development occurring within the City would be required to demonstrate compliance with all applicable regulations, including the CCR Title 24, i.e. the CBC, and the 2022 *California Fire Code* requirements regarding construction, access, water mains, fire flows, and hydrants. Cumulative projects would be reviewed by the City and the OFD to determine specific fire requirements (e.g., fire hydrant spacing, sprinkler requirements in certain types of construction, safe vehicular access for evacuation or response, and ensuring the development does not negatively impact response times) applicable to the specific development and to ensure compliance with all applicable requirements as discussed.

As concluded in Impact Statement PSR-1, the proposed project is not anticipated to result in significant impacts to fire protection services. Further, the proposed project would conform with the applicable laws, ordinances, and regulations in place for fire protection and emergency services as detailed above. As such, the proposed project would not result in cumulatively considerable impacts to fire protection services. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

POLICE PROTECTION SERVICES

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR POLICE PROTECTION SERVICES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Cumulative development in the OPD's service area within the City has the potential to result in the need for additional OPD resources (i.e., additional staffing, equipment, expanded/new facilities). However, cumulative development would be subject to all applicable laws, ordinances, and regulations in place for police services. Site-specific development would be reviewed by the City and the OPD to determine specific safety requirements applicable to the individual development proposals and to ensure compliance with these requirements under including the 2022 CBC), which includes site access requirement and other relevant safety precautions. In conformance with the General Plan Community Facilities Element, the City would consult with the OFD and OPD or any other emergency response agency during the review of development projects or land use entitlement applications. Similar to the proposed project, each development project is expected to integrate design concepts to reduce the potential of unwanted activity on their respective sites and comply with applicable regulatory requirements related to security and safety during construction and operation.

As concluded in Impact Statement PSR-2, the proposed project is not anticipated to involve significant impacts to police protection services, as the project would not induce substantial population growth.

Additionally, Mitigation Measure TRA-1 would require a CMP be prepared and implemented to minimize project-related construction traffic impacts on the local circulation system. Further, the proposed project would conform with the applicable laws, ordinances, and regulations in place for police protection services as detailed above. Therefore, the proposed project would not result in cumulatively considerable impacts to police protection services. Impacts in this regard would be less than significant.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

Level of Significance: Less Than Significant Impact With Mitigation Incorporated.

SCHOOL SERVICES

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR SCHOOL SERVICES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: For purposes of school services analysis, cumulative impacts are considered for projects which would also be sited within the OUSD service area. Cumulative development projects would also be subject to Education Code Sections 17620 *et seq*. Cumulative development projects would be evaluated on a case-by case basis at the project level, as they are implemented, for their potential to impact OUSD school services.

Cumulative school services impacts are analyzed in terms of impacts within OUSD boundaries. Cumulative development within the OUSD boundaries has the potential to result in the need for additional school resources (i.e., additional staffing, equipment, expanded/new facilities). However, cumulative development would be subject to all applicable laws, ordinances, and regulations in place for school services. Individual development projects would be required to pay the statutory school fees based on the type and size of development proposed pursuant to SB 50. Payment of fees to the appropriate school district is considered full mitigation for project impacts associated with the need to provide new or altered school facilities to serve new students generated by future development.

Project implementation would introduce future additional residential development which would increase demands for OUSD school services. However, the proposed project would be subject to Education Code Sections 17620 *et seq*., which allow school districts to collect impact fees from developers of new commercial and residential building space. As such, the proposed project would be required to pay these development impacts fees, which are deemed to be full mitigation, the project's incremental effects to local school facilities are not cumulatively considerable. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PARKS AND RECREATIONAL FACILITIES

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR PARKS AND RECREATIONAL FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: As discussed above, the City is currently experiencing a deficit of parkland to satisfy the City's parkland standards. Cumulative development projects within the City would increase demands on existing parks and recreation facilities. However, cumulative development would be subject to all applicable laws, ordinances, and regulations in place for parks and recreation facilities. Cumulative development projects would be evaluated on a case-by case basis at the project level, as they are implemented, for their potential to impact City-owned parks and recreational facilities.

As concluded in Impact Statement PSR-4, per the proposed Specific Plan standards, the proposed project would be required to provide 150 square feet of open space per dwelling unit, for a total of 82,050 square feet, or 1.88 acres, of open space. As such, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

PUBLIC LIBRARIES

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR OTHER PUBLIC FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Cumulative development projects within the City would increase demands on other public facilities, such as public library facilities, as population increases. The Oceanside Public Library system is currently inadequate in serving the City's existing population; however, the system is undergoing a Library Study, which is anticipated to be completed at the end of 2023, which will help expand the system's resources. Plans for future expansion and population growth within the City would occur with or without this project; the proposed project would only contribute a small percentage of population growth and is within the City's projected population growth. Therefore, the proposed project would not result in cumulatively considerable impacts to public facilities. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.14.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the proposed project would not result in any significant and unavoidable impacts pertaining to public services or recreation.

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5.15 UTILITIES AND SERVICE SYSTEMS

Utilities and service systems addressed in this section include water, wastewater treatment, stormwater drainage, electric power, natural gas, telecommunications, and solid waste. This section discusses the existing conditions, which provide the necessary baseline information. Mitigation measures are identified to avoid or lessen potential impacts, where necessary.

This section is primarily based upon the following technical studies (refer to Appendix 11.12, *Utilities Reports*):

- *Oceanside Transit Center Redevelopment Water Supply Assessment Draft* (WSA), prepared by Michael Baker International, Inc., dated March 2023; and
- *Water and Sewer Capacity Study for the Tremont Site, North County Transit District (NCTD) Oceanside Transit Center, 235 South Tremont Street, City of Oceanside, CA* (Water and Sewer Capacity Study), prepared by Stantec Consulting Services Inc., dated September 8, 2022.

5.15.1 EXISTING SETTING

WATER

The City's water supply is sourced from a combination of purchased water and groundwater. The City purchases water from the San Diego County Water Authority (SDCWA). SDCWA is a regional water wholesaler that supplies water to San Diego County and serves 24 member agencies, including the City. SDCWA's supply mix includes imported Colorado River water and State Water Project (SWP) water, and desalinated seawater.

Water Supply

The City's projected water supply includes purchased water from SDCWA, expanded extraction and treatment of groundwater from the Mission Valley Groundwater Basin (Mission Basin), and indirect potable reuse. The City is planning to expand its water supply through a project that would produce indirect potable reuse, or fully advanced treated (FAT) water. The project, known as Pure Water Oceanside, would produce 3,360 acre-feet per year (AFY) of FAT water at the City's advanced water treatment facility. The water would then be injected into the Mission Basin, and eventually extracted and treated at the Mission Basin Groundwater Purification Facility (MBGPF). The Pure Water Oceanside project would reduce the City's reliance on purchased water from SDCWA. The City completed the first phase of construction of the Pure Water Oceanside project in early 2022.

The MBGPF has the capacity to treat the additional water from Pure Water Oceanside. The MBGPF has a treatment capacity of up to 7,130 AFY, but currently operates at only 32 percent capacity. To plan for an increase in treatment capacity, the City conducted studies to determine the impact groundwater pumping has on local groundwater levels. The studies concluded that the additional pumping from the expansion of the MBGPF would not have significant impacts to the existing groundwater-dependent vegetation during dry-periods of up to three years. The City's projected water supply is summarized in Table 5.15-1, *Oceanside Projected Water Supply*.

Table 5.15-1
Oceanside Projected Water Supply

Water Supply	2025	2030	2035	2040	2045
Purchased Water (SDCWA)	14,881	9,578	9,751	9,807	9,980
Groundwater (Mission Basin)	2,800	2,800	2,800	2,800	2,800
Indirect Potable Reuse Water (Pure Water Oceanside)	3,360	6,720	6,720	6,720	6,720
Total Water Supplies	**21,041**	**19,098**	**19,271**	**19,327**	**19,500**

Note: All units in acre-feet (AF).
Source: Michael Baker International, *Oceanside Transit Center Redevelopment Water Supply Assessment Draft*, March 2023.

Imported Water

SDCWA purchases imported water from the Metropolitan Water District of Southern California (MWD), which receives its supplies primarily from the SWP and the Colorado River. Among 26 member agencies, SDCWA is MWD's largest customer. SDCWA also receives imported Colorado River water through transfers from the Imperial Irrigation District (IID) and conserved water from several canal-lining projects. In 1998, SDWCA entered into a transfer agreement with IID to purchase conserved agricultural water. Through this agreement and the execution of the 2003 Quantification Settlement Agreement (QSA) on the Colorado River, SDCWA will receive a volume that will increase annually and reach 200,000 AF by 2021 for 45 years, with an option to extend the agreement for an additional 30 years. SDCWA receives another 77,700 AFY of conserved water from lining of the All-American and Coachella Canals for 110 years.

In October 2015, SDCWA began purchasing treated desalinated seawater from the Carlsbad Desalination Plant, which is operated by Poseidon Resources Group. This desalinated seawater is blended into SDCWA's treated water supply before delivering to SDCWA's member agencies. Depending on where the City's connections to SDCWA's water system are located in relation to the Carlsbad Desalination Plant, the City may or may not receive desalinated seawater from SDCWA.

Groundwater

The Mission Basin is a subbasin of the San Luis Rey Valley Groundwater Basin and is situated in northwestern San Diego County. It extends from the Pacific Ocean to just past the eastern edge of the City and underlies the San Luis Rey River. The basin is primarily an alluvial basin with a storage capacity of 240,000 AF. There are currently no adjudicated areas in the basin, or areas where groundwater rights of all overlying landowners and appropriators are determined by the court. The basin's high concentrations of total dissolved solids (TDS) require desalting before distribution.

The Mission Basin is classified as a "Very Low" priority basin, per the California Department of Water Resources' (DWR's) Sustainable Groundwater Management Act (SGMA) Basin Prioritization Dashboard, despite the San Luis Rey Valley Groundwater Basin being designated as a medium priority basin by the California Statewide Groundwater Elevation Monitoring (CASGEM) program. As a result, the City is no longer looking to form a Groundwater Sustainability Agency (GSA), or the designation as a legally distinct basin, from the San Luis Rey Valley Groundwater Basin.

The MBGPF is a desalting treatment facility that treats brackish groundwater extracted from the Mission Basin. Water is extracted through eight wells, including four on-site wells located at the

MBGPF site and four off-site wells located in the eastern portion of the basin. The MBGPF was first put into operation in 1992, with a capacity of 2.0 million gallons per day (MGD), and later expanded in 2002 to reach its current capacity of 6.37 MGD, or 7,130 AFY. In order to maximize the use of this current capacity, the City is currently building three more production wells. Additionally, a third stage RO system is being built to produce more potable water while releasing less brine into the ocean via the Oceanside Ocean Outfall.

Water Demand

The City's water demand is categorized by sectors and includes residential, commercial, industrial, irrigation, and agricultural uses. Approximately 11 percent of the City's water demand was lost to non-revenue water and other losses. The City also sold water to customers in the Vista Irrigation District (VID). This water use is billed as single-family residential sector. The City's projected water demand is based on the City's 2016 Water Master Plan (WMP). As part of the WMP, the City chose to assume it would implement a conservation program that includes water conservation, smart meters, as well as non-potable recycled water conservation. Residential demand represents the highest projected water use. The City anticipates continuing to provide a similar level of service to VID customers. The City's projected water demand through 2045 is summarized in Table 5.15-2, *Oceanside Projected Water Demand*.

Table 5.15-2
Oceanside Projected Water Demand

Land Use	2025	2030	2035	2040	2045
Single-Family	9,872	9,740	9,692	9,655	9,660
Multi-Family	4,298	4,316	4,377	4,379	4,431
Commercial	1,819	1,788	1,837	1,870	1,898
Industrial	932	1,001	1,040	1,069	1,092
Landscape	2,119	574	645	675	733
Agricultural Irrigation	557	232	232	232	233
Commercial	1,444	1,447	1,448	1,447	1,453
Total Water Demand	**21,041**	**19,098**	**19,271**	**19,327**	**19,500**

Note: All units in acre-feet per year (AFY).
Source: Michael Baker International, *Oceanside Transit Center Redevelopment Water Supply Assessment Draft*, March 2023.

Water Infrastructure

Existing water pipeline infrastructure in the project area consists of 8-inch to 10-inch domestic water lines located within Tremont Street, an 8-inch domestic water line located within Seagaze Drive, 8-inch domestic water line located within Cleveland Street on both the north and south boundaries of the project site, a 6-inch domestic water line within the project site, 6-inch domestic water line within Missouri Avenue, and a 6-inch domestic water line along the southeast border of the project site where it intersects Missouri Avenue.

WASTEWATER

The City's existing sewer collection system consists of 486 miles of gravity pipeline, 50 miles of force mains, 36 lift stations and two wastewater treatment plants. There are also 201 miles of private sewer laterals that connect customers to the sewer system. Wastewater is treated either at the La Salina Wastewater Treatment Plant (WWTP) or the San Luis Rey WWTP. Both treatment plants discharge

treated wastewater to the Pacific Ocean through ocean outfalls. The system collects and treats an average of 12.5 million gallons per day (MGD) during dry weather, and up to 30.7 MGD during wet weather. The City's dry weather flow is projected to increase to 16.5 MGD by 2050; wet weather flow is project to increase to 38.9 MGD by 2050.[1] Overall, there are currently no treatment capacity issues.[2]

The Water and Sewer Capacity Study evaluated the capacity of the existing sewer system to accept developed flows from the project site. The average day flows were calculated using generation factors from the *City of Oceanside Sewer Master Plan* (Sewer Master Plan) and *City of Oceanside Water, Sewer, and Reclaimed Water Design and Construction Manual* (Design and Construction Manual). Peak dry weather sewer flows from the proposed project site is anticipated to be approximately 0.396 cubic feet per second (cfs). Per the sewer flow monitoring data and using the City's duty factors, the existing peak dry weather sewer flow from the existing areas within the off-site sewer study area is calculated to be 0.179 cfs.

Wastewater Infrastructure

Existing on-site wastewater infrastructure consists of a 6-inch sewer line through the southern portion of the project site in a north-south direction, an 8-inch sewer line within Missouri Avenue, a 6-inch sewer line along the southeast border of the project site where it intersects Missouri Avenue, an 8-inch sewer line within Cleveland Street on the southern boundary and a 10-inch sewer line on the norther boundary of the project site, a 6-inch sewer line along the northeast border of the project site where it intersects Seagaze Drive, a 10-inch sewer line within Seagaze Drive, 21-inch and 18-inch sewer lines within Meyer Street, and sewer outfalls along Tremont Street and Seagaze Drive.

Existing off-site wastewater infrastructure consists of 6-inch to 30-inch sewer lines within The Strand, within the alleyway between Pacific Street and Meyer Street, within Meyer Street, within Cleveland Street, within the alleyway between Cleveland Street and Tremont Street at the south, within Pier View Way, within Seagaze Drive, and within Wisconsin Avenue.

STORMWATER

Refer to Section 5.6, *Hydrology and Water Quality*, for a detailed discussion on the drainage conditions for the project site.

The project site currently drains off-site at three separate points of discharge. The northerly area that includes the existing bus terminal roundabout drains to the north towards the intersection of Cleveland Street and Seagaze Drive where runoff is captured by two curb inlets that are tied to a traditional municipal underground storm drain system that drains to the north to Mission Avenue.

The middle section of the project that includes the existing transit center, parking lot, and train platform drains to an existing 15-inch corrugated steel arch pipe (CSP) underneath the railroad that discharges into Meyers Street via a curb outlet. A traditional underground storm drain system does not exist in Meyers Street. The nearest municipal storm drain system to this curb outlet is located at the intersection of Tyson Street and Pacific Street. Due to the lack of traditional storm drain facilities

[1] City of Oceanside, *Onward Oceanside, Background Report #2: Land Use and Community Resources*, June 2021.

[2] City of Oceanside, *2015 Integrated Master Plans, Sewer Master Plan*, October 2015.

downstream, this drainage area includes an existing underground peak reduction detention system consisting of dual 36-inch reinforced concrete pipe (RCP) pipes in the existing transit center parking lot tied to an orifice plate that reduces the peak discharge from this drainage area through the 15-inch RCP and curb outlet on Meyers Street. This peak reduction system is in place since the 15-inch CSP and curb outlet do not provide adequate capacity to convey the peak storm events for the existing flows. This middle drainage area experiences some localized ponding around the drainage area's low point inlet during peak storm events due to the limited capacity of the system. Currently, the project site has deficient municipal storm drain discharge facilities to receive drainage for the southern two-thirds of the site area.

The drainage originating from the southerly portion of the project (which encompasses a portion of the transit parking area) drains to an existing box culvert that discharges via surface flow and a squash box reinforced concrete box (RCB) culvert into Cleveland Street at the Missouri Avenue intersection via a curb outlet structure. A traditional underground storm drain system does not exist in Cleveland Avenue. The nearest municipal storm drain system to this curb outlet is located at the intersection of Cleveland Avenue and Wisconsin Avenue.

SOLID WASTE

The City contracts solid waste collection services with Waste Management and Agri Service; waste is disposed at the El Sobrante Landfill, located at 10910 Dawson Canyon Road, Corona, CA 92883. The El Sobrante Landfill is permitted to accept up to 16,054 tons per day, has a remaining capacity of 143,977,170 tons, and is estimated to be operational until 2051.[3]

DRY UTILITY SERVICES

Electricity

San Diego Gas and Electric (SDG&E) provides electrical services to the project site. SDG&E is a regulated California utility company with Sempra Energy Company functioning as the parent company. SDG&E supplies power to a population of 1.4 million business and residential accounts in a 4,100-square-mile service area spanning two counties and 25 communities.[4] SDG&E has two transformers serving the project site. Existing overhead electrical lines for the project site occur along Michigan Avenue, along the alley south of Michigan Avenue, and along the east side of Tremont Street. Additionally, there are underground electrical lines along Seagaze Drive.

Natural Gas

Natural gas is provided to the project site by the SDG&E. Existing underground gas lines for the project site are located along Michigan Avenue and Tremont Street.

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[3] California Department of Resources Recycling and Recovery, *SWIS Facility/Site Search*, https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402, accessed May 19, 2023.

[4] San Diego Gas and Electricity. *About Us*. https://www.sdge.com/more-information/our-company/about-us. Accessed May 19, 2023.

Telecommunication

Cable, telephone, and internet services to the project site are currently provided by AT&T and COX Communications. Existing overhead AT&T lines that serve the project site run along Michigan Avenue and the alley south of Michigan Avenue; AT&T has other site-serving facilities along Cleveland Street, Topeka Street, and Tremont Street. Existing overhead Cox Communication lines that serve the project site run along Michigan Avenue and the alley south of Michigan Avenue.

5.15.2 REGULATORY SETTING

Refer to Section 5.6.2, *Regulatory Setting*, for a discussion on all applicable federal and State level regulations regarding stormwater.

FEDERAL LEVEL

Federal Safe Drinking Water Act of 1974

The Safe Drinking Water Act, the principal federal law intended to ensure safe drinking water for the public, was enacted in 1974 and has been amended several times since it came into law. The Act authorizes the U.S. Environmental Protection Agency (EPA) to set national standards for safe drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally occurring and man-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25 people. In California, the State Water Resource Control Board (SWRCB) conducts most enforcement activities. If a water system does not meet its standards, then it is the water supplier's responsibility to notify its customers.

Resource Conservation and Recovery Act Of 1976

The Resource Conservation and Recovery Act (RCRA) of 1976 (Title 40 of the Code of Federal Regulations), Part 258 contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, runoff control, etc.), groundwater monitoring, and closure of landfills.

STATE LEVEL

State of California Water Recycling Act

Enacted in 1991, the Water Recycling Act established water recycling as a State priority. The Water Recycling Act encourages municipal wastewater treatment districts to implement recycling programs to reduce local water demands.

California Code of Regulations, Title 22, Division 4, Chapter 3 Water Recycling Criteria

California regulates the wastewater treatment process and use of recycled water pursuant to California Code of Regulations (CCR), Title 22, Division 4, Chapter 3, Water Recycling Criteria. According to

these regulations, recycled water to be used for irrigation of public areas must be filtered and disinfected to tertiary standards.

Urban Water Management Act

The Urban Water Management Planning Act requires urban water suppliers to prepare an UWMP if they provide water for municipal purposes to more than 3,000 customers or provide more than 3,000 AFY of water. The intent of the UWMP is to assist water supply agencies in water resource planning given their existing and anticipated future demands. The UWMP must include a water supply and demand assessment that compares total water supply available to the water supplier with the total projected water use over a 20-year period. UWMPs must also be updated every five years.

Water Conservation Act of 2009

Water Code Sections 10800, *et seq*. creates a framework for future planning and actions by urban (and agricultural) water suppliers to reduce California's water use. The law requires urban water suppliers to reduce Statewide per capita water consumption by 20 percent by 2020. Additionally, the State is required to make incremental progress towards this goal by reducing per capita water use by at least 10 percent by 2015. Each urban retail water supplier was required to develop water use targets and an interim water use target by July 1, 2011. Each urban retail water supplier was required, by July 2011, to include in their water management plan the baseline daily per capita water use, water use target, interim water use target, and compliance daily per capita water use.

Senate Bill 610 and 221

Senate Bill (SB) 610 and SB 221 were amended in 2001 to assure coordination between the local water and land use decisions to confirm that California cities and communities are provided with adequate water supply. Specific projects are required to prepare a Water Supply Assessment (WSA). The WSA is composed of information regarding existing and forecasted water demands, as well as information pertaining to available water supplies for the new development. SB 221, in particular, requires written verification that there is sufficient water supply available for new residential subdivisions that include over 500 dwelling units or meet the other requirements listed above. The verification must be provided before construction of the project begins.

SB 610 and SB 221 are companion measures which seek to:

- Promote more collaborative planning between local water suppliers and cities and counties;
- Require detailed information regarding water availability be provided to city and county decision-makers prior to approval of specific large development projects;
- Require that this detailed information be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects; and
- Recognize local control and decision making regarding the availability of water for projects and the approval of projects.

Efficiency Standards

CCR Title 20 addresses Public Utilities and Energy and includes appliance efficiency standards that promote water conservation. The California Building Code (CCR Title 24) includes the California Plumbing Code (Part 5), which promotes water conservation. In addition, a number of California laws listed below require water-efficient plumbing fixtures in structures:

- CCR Title 20 Section 1604(g) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, sink faucets, and tub spout diverters.
- CCR Title 20 Section 1606 prohibits the sale of fixtures that do not comply with established efficiency regulations.
- CCR Title 24 Sections 25352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. Insulation of water-heating systems is also required.
- Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings.

State Water Resources Control Board – Statewide General Waste Discharge Requirements

The General Waste Discharge Requirements specify that all federal and State agencies, municipalities, counties, districts, and other public entities that own or operate sanitary sewer systems greater than one mile in length which collect and/or convey untreated or partially treated wastewater to a publicly owned treatment facility in the State of California need to develop a sewer master plan. The master plan evaluates existing sewer collection systems and provides a framework for undertaking the construction of new and replacement facilities in order to maintain proper levels of service. It includes inflow and infiltration studies to analyze flow monitoring and water use data, a capacity assurance plan to analyze the existing system with existing land use and unit flow factors, a condition assessment and sewer system rehabilitation plan, and a financial plan with recommended capital improvements and financial models.

California Integrated Waste Management Act Of 1989

The Integrated Solid Waste Management Act of 1989 (AB 939) (California Public Resources Code Section 40050 et seq.) established an integrated waste management system that focuses on source reduction, recycling, composting, and land disposal of waste. AB 939 requires every city and county in California to divert 50 percent of its waste from landfills whether through waste reduction, recycling, or other means. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates. Actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years of disposal capacity for all jurisdictions in the county or show a plan to transform or divert its waste.

Assembly Bill 341

AB 341 (Chapter 476, Statutes of 2011) increased the Statewide solid waste diversion goal to 75 percent by 2020. The law also mandates recycling for commercial and multi-family residential land uses as well as school districts.

Assembly Bill 1826

The California Solid Waste Reuse and the Recycling Access Act of 1991 (AB 1327) is codified in Public Resources Code Sections 42900-42911. As amended, AB 1327 requires each local jurisdiction to adopt an ordinance requiring commercial, industrial, institutional, and residential buildings having five or more living units to provide an adequate storage area for the collection and removal of recyclable materials. The size of these storage areas is determined by the appropriate jurisdictions' ordinance. The City's ordinance is included under Chapter 8.48 of the Municipal Code.

Assembly Bill 1327

AB 1826 (California Public Resources Code Sections 42649.8 et seq.) requires recycling of organic matter by businesses generating such wastes in amounts over certain thresholds. AB 1826 also requires that local jurisdictions implement an organic waste recycling program to divert organic waste generated by businesses and multi-family developments that consist of five or more units.

California Green Building Standards Code

Section 5.408, Construction Waste Reduction, Disposal, and Recycling, of CALGreen (Title 24, CCR, Part 11) requires at least 50 percent of nonhazardous construction and demolition waste from non-residential construction operations be recycled and/or salvaged for reuse. CALGreen is updated on a three-year cycle; the 2022 CALGreen took effect on January 1, 2023.

California Energy Commission

The California Energy Commission (CEC) was created in 1974 as the California Energy Resources Conservation and Development Commission to be the State's principal energy planning organization and meet the energy challenges of the 1973 oil embargo. The CEC is charged with six basic responsibilities when designing State energy policy:

- Forecast statewide electricity needs;
- License power plants to meet those needs;
- Promote energy conservation and efficiency measures;
- Develop renewable energy resources and alternative energy technologies;
- Promote research, development, and demonstration; and
- Plan for and direct the State's response to energy emergencies.

California Energy Benchmarking and Disclosure (AB 802)

On October 8, 2015, AB 802 directed the CEC to establish a Statewide energy benchmarking and disclosure program and enhanced the CEC's existing authority to collect data from utilities and other entities for the purposes of energy forecasting, planning, and program design. Among the specific provisions, AB 802 requires utilities to maintain records of the energy usage data of all buildings to which they provide service for at least the most recent 12 complete months. AB 802 requires each utility, upon the request and authorization of the owner, owner's agent, or operator of a covered building, to deliver or provide aggregated energy usage data for a covered building to the owner, owner's agent, operator, or to the owner's account in the Energy Star Portfolio Manager, subject to specified requirements. AB 802 also authorized the CEC to specify additional information to be delivered by utilities for certain purposes.

California Building Code: CALGreen

CALGreen was adopted as part of the California Building Standards Code and established planning and design standards for sustainable site development, energy efficiency (in excess of the CEC requirements), as well as water conservation and material conservation, both of which contribute to energy conservation. The 2022 CALGreen standards became effective January 1, 2023.

2012 Appliance Efficiency Regulations

The 2012 Appliance Efficiency Regulations (20 CCR Sections 1601 through 1608) include standards for both federally regulated appliances and non-federally regulated appliances. Though these regulations are now often viewed as "business as usual," they exceed the standards imposed by all other states, and they reduce energy demand as well as greenhouse gas emissions

REGIONAL LEVEL

San Diego Regional Water Quality Control Board

The San Diego Regional Water Quality Control Board (San Diego Regional Board) regulates water quality in portions of San Diego, Orange, and Riverside Counties pursuant to the Federal Clean Water Act. San Diego Regional Board sets standards, determines regulatory compliance, issues discharge permits, and enforces other actions related to ensuring the water quality of the region. The San Luis Rey WWTP, La Salinas WWTP, and MBGPF in the City of Oceanside operate in compliance with the National Pollution Discharge Elimination System (NPDES) permit.

San Diego Regional Municipal Separate Storm Sewer System Permits

San Diego County is a co-permittee under the NPDES storm water permit covering San Diego County and southern portions of Orange County and Riverside County. The municipal separate storm sewer system (MS4) Permit requires permittees to reduce the discharge of storm water pollutants to the maximum extent practicable and ensure MS4 discharges do not cause or contribute to violations of water quality standards. The MS4 Permit also requires implementation of various site design BMPs and treatment control BMPs to reduce the possibility of pollutants stored or produced on-site from entering surface water or wastewater system.

LOCAL LEVEL

Urban Water Management Plan

As required by California Water Code Section 10617, the City is required to complete an urban water management plan (UWMP) every five years. The City adopted the 2020 UWMP in June 2021. The UWMP describes current water system services, facilities, supplies, and demands and provides planning guidelines for future projections for water use.

Zero Waste Strategic Resource Management Plan Update

In 2010, the City passed a Zero Waste Resolution with a goal of reaching 75 percent to 90 percent landfill diversion by 2020. This goal was supported by a "Zero Waste Strategic Resource Management Plan" or "Zero Waste Plan" that laid out a roadmap of policies and programs for the City to implement in order to achieve the City's ambitious goal. The City has since implemented nearly all of those policies and programs, including City-wide recycling services, the Zero Waste Schools Program, and recovering edible food that might otherwise be wasted to assist feeding the food insecure. The 2020 Zero Waste Plan Update assesses the City's implementation of the prior plan, including whether remaining and ongoing action items from that plan are still relevant, as well as recommend new or replacement actions to support the City's Zero Waste Goals for the 10 years.[5]

City of Oceanside General Plan

The General Plan Environmental Resource Management Element focuses on conserving and preserving natural resources within the City of Oceanside, including the City's water supply. The following goals and policies related to utilities are applicable to the proposed project:

Goal: Evaluate the state of the environment and formulate a program of planned management, wise utilization, and preservation of our natural resources to ensure the health, safety, and welfare of present and future generations.

Water Policy 1: Plan for an adequate water system based on the projected needs of the City.

The General Plan Community Facilities Element addresses the community's need for public services and facilities. The Community Facilities Element includes the conditions, capacities, and status of all public facilities serving the city, including water and wastewater facilities:

Objective: To ensure that adequate public facilities and services are provided to serve existing and future residential, commercial, and industrial development throughout the City of Oceanside.

Policy 0.6: The City shall strive to establish control over the quality, distribution, and rate of growth of the City in order to:

l) ensure adequate water and sanitary sewage systems;

[5] City of Oceanside, *2020 Zero Waste Plan Update*, November 4, 2020.

m) ensure adequate stormwater management systems.

Objective: To provide an adequate water supply, storage and distribution system, and an adequate sanitary sewage collection and treatment system to serve Oceanside's existing and future growth requirements in an efficient and cost-effective manner, while encouraging a more compact and sequenced development pattern through the phased extension of water and sewer systems and while meeting all federal and State mandated programs.

Policy 5.4: New development shall be responsible for on-site facility improvements required by that development.

Policy 5.9: Throughout the community, the City shall systematically expand water storage capacities and service line distribution systems to keep pace with growth projections of the adopted General Plan.[6]

Policy 5.11: New development shall be responsible for on-site water facilities improvements required by that development.

Objective: To provide adequate stormwater management facilities and services for the entire community in a timely and cost-effective manner, while mitigating the environmental impacts of construction of the storm drainage system as well as stormwater runoff.

Policy 6.2: All new development in the City shall pay drainage impact fees to defray that development's proportionate share of drainage facilities serving the basin where the new development is located.

The General Plan Land Use Element acts as a guide to land use planning within the City. The Land Use Element identifies the proposed general distribution, location, and extent of land uses. This element also addresses wastewater collection, wastewater treatment, water supply, and water distribution within the city:

Policy 2.722D: The water supply and distribution system shall be designed for logical service unit area to allow for development of the services unit area at the intensity proposed by the General Plan.

Policy 2.723A: All new housing in the City of Oceanside shall pay a "per-unit" sewer connection charge.

Policy 2.723B: The sewer system should be designed for a logical service unit to allow for full development of the service area at the intensity proposed by the General Plan.

[6] All new development proposing a zone change or increase in density than the General Plan may be required to perform water and sewer technical studies to determine if any off-site water and wastewater improvements are required to accommodate the development.

Oceanside Municipal Code

The 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, Chapter 32C, Section 32C.3, states that "prior to the issuance of a building permit for new construction, including residential and nonresidential development, on any property within the citywide area of benefit established pursuant to this chapter, the applicant for such permit shall pay or cause to be paid any fees established and apportioned pursuant to this chapter for the purpose of defraying the actual or estimated cost of constructing the city's public facilities." Public facilities, as defined by the Municipal Code, are all governmental facilities specified within the General Plan, including water, sewer, and stormwater systems.

With all residential and nonresidential development, the City requires developers to pay impact fees in order to provide for improvements and expansions of the water and wastewater system. According to Chapter 29 of the Municipal Code, all new connections to the City's wastewater system shall be assessed a wastewater system capacity buy-in fee based on water meter size and use type. Similar to wastewater, Chapter 37 of the Municipal Code requires all new connections to the City's water system to be assessed a water system capacity buy-in fee based on meter size.

For all residential and nonresidential development, the City requires developers to pay impact fees in order to finance the storm drain and flood control improvements needed to adequately protect the community from floods. Currently, the City has established a drainage fee based on land use type.

5.15.3 IMPACT THRESHOLDS AND SIGNIFICANCE CRITERIA

Appendix G of the *CEQA Guidelines* contains the Initial Study Environmental Checklist form that was used during the preparation of the Initial Study, which is contained in Appendix 11.1, of this EIR. The issues presented in the Environmental Checklist have been utilized as thresholds of significance in this section. Accordingly, a project may create a significant adverse environmental impact if it would:

a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (refer to Impact Statements USS-1, USS -2, USS -3, USS -4, and USS-5);

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years (refer to Impact Statement USS-1);

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 (refer to Impact Statement USS-2);

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 (refer to Impact Statement USS-4); and

e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste? (refer to Impact Statement USS-4).

Based on these standards/criteria, the effects of the proposed project have been categorized as either a "less than significant impact" or "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant and unavoidable impact.

5.15.4 IMPACTS AND MITIGATION MEASURES

WATER SUPPLY AND DISTRIBUTION

USS-1 PROJECT IMPLEMENTATION COULD HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE FUTURE DEVELOPMENT DURING NORMAL, DRY AND MULTIPLE DRY YEARS, AND WOULD NOT REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Impact Analysis:

SHORT-TERM CONSTRUCTION IMPACTS

The project would require construction of new, on-site water distribution lines to serve the proposed buildings and facilities. One off-site domestic water line within Missouri Avenue and adjacent alley, a total of approximately 510 linear feet, would be upsized from a 6-inch asbestos cement pipe (ACP) to an 8-inch polyvinyl chloride (PVC) pipe. Additionally, approximately 472 linear feet of 6-inch ACP within the alley connecting Seagaze Drive to Topeka Street would be replaced with 8-inch PVC pipe. All other proposed on-site water lines would be 8-inch PVC. Potable water would be used on-site for irrigation and proposed outdoor water features until the City converts an off-site line, after which project irrigation would be supplied by recycled water.[7] Water connections to buildings for potable and fire protection purposes would be made prior to certificate of occupancy.

Construction activities would result in a temporary increase in water demand. Water use would be associated with earthwork and soil compaction, dust control, mixing and placement of concrete, equipment and site cleanup, irrigation for plant and landscaping establishment, water line testing and flushing, and other related short-term activities. The amount of water used during construction would vary depending on weather, soil conditions, the size of the area under construction, and the specific activities being performed. These activities would occur intermittently throughout the construction period and would be temporary in nature.

Construction impacts associated with the installation of water distribution lines would involve excavation and paving in order to place the water distribution lines below the surface. As discussed in Section 5.5, *Hydrology and Water Quality*, the project would be required to prepare a SUSMP with applicable LID features and/or BMPs. In addition, prior to ground disturbance, project contractors

[7] Stantec Consulting Services Inc., *Water and Sewer Capacity Study for the Tremont Site, North County Transit District (NCTD) Oceanside Transit Center, 235 South Tremont Street, City of Oceanside, CA*, September 8, 2022.

would coordinate with the City and NCTD to identify the locations and depth of all lines. The project contractor would notify the City and NCTD in advance of proposed ground-disturbance activities to avoid water lines and disruption of water service. Therefore, project construction would not require or result in the relocation or construction of new or expanded water infrastructure, the construction or relocation of which could cause significant environmental effects. As such, impacts in this regard would be less than significant.

LONG-TERM OPERATIONAL IMPACTS

The project's water demand was calculated using the demand forecasting methodology described in the City's 2015 Water Master Plan (WMP) calculates current water demand using a land use-based method, and projected water demand using a combination of land use- and population-based method.

For current water demand, the WMP developed water demand factors (WDF) for each land use. WDFs are estimated amounts of water usage per area for a given land use. For residential, average gallons per day per dwelling unit (gpd/du) was developed by combining the City's 2020 UWMP target of 137 gallons per capita per day (gpcd) with the current Census average household of 2.86. For hotel and retail, an average unit demand of 115 gpd/room was developed in the WMP using historical billing records and water use numbers for several existing hotels. For commercial uses, the WDF is taken from Table 3.5 the WMP and is measured in gpd/acre (ac). These WDFs were used to calculate the project's current water demand; refer to Table 5.15-3, *Current Project Water Demand*.

Table 5.15-3
Current Project Water Demand

Land Use	Dwelling units/Rooms	Building Area (ac)	WDF (gpd/du, gpd/room, gpd/ac)	Water Demand (gpd)	Water Demand (AFY)
Residential	547	-	392	214,424	240
Hotel/Retail	170	-	115	19,550	22
Commercial	-	1.41	2,500	3,525	4
			Total	**237,499**	**266**

Source: Michael Baker International, *Oceanside Transit Center Redevelopment Water Supply Assessment Draft*, March 2023.

The projected water demand associated with the project was calculated based on factors derived from the projected water demand presented in the City's 2020 UWMP. Factors were derived for each land use through year 2045 as summarized in Table 5.15-4, *Projected Project Water Demands*.

Table 5.15-4
Projected Project Water Demand

Land Use	2025	2030	2035	2040	2045
Residential	233	232	229	229	226
Hotel/Retail	22	22	22	21	21
Commercial	4	4	4	4	4
Total	**259**	**258**	**255**	**254**	**251**

Note: All units in acre-feet (AF).
Source: Michael Baker International, *Oceanside Transit Center Redevelopment Water Supply Assessment Draft*, March 2023.

The WSA evaluated the normal year, single-dry year, and multiple-dry year drought supply and demand of water in five-year increments through 2045; refer to Table 5.15-5, *Project Water Supply and Demand Comparison*. During normal water years, the City has sufficient supply to meet its customers' needs through 2045. This is based on the City's ongoing dedication to its active and passive conservation programs, the maintenance of its groundwater rights, the availability of additional imported water from SDCWA when needed, and indirect potable reuse.

Table 5.15-5
Project Water Supply and Demand Comparison

Scenario	Supply/Demand	2025	2030	2035	2040	2045
Normal Year	Supply (City)	21,041	19,098	19,271	19,327	19,500
	Supply (Additional from SDCWA)	259	258	255	254	251
	Demand (City)	21,041	19,098	19,271	19,327	19,500
	Demand (Project)	259	258	255	254	251
	Difference (Supply Minus Demand)	**0**	**0**	**0**	**0**	**0**
Single-Dry Year	Supply (City)	22,470	20,395	20,578	20,640	20,824
	Supply (Additional from SDCWA)	277	276	272	271	268
	Demand (City)	22,470	20,395	20,578	20,640	20,824
	Demand (Project)	277	276	272	271	268
	Difference (Supply Minus Demand)	**0**	**0**	**0**	**0**	**0**
Multiple-Dry Years: First Year	Supply (City)	22,573	20,488	20,673	20,735	20,920
	Supply (Additional from SDCWA)	278	277	274	273	269
	Demand (City)	22,573	20,488	20,673	20,735	20,920
	Demand (Project)	278	277	274	273	269
	Difference (Supply Minus Demand)	**0**	**0**	**0**	**0**	**0**
Multiple-Dry Years: Second Year	Supply (City)	22,654	20,562	20,748	20,810	20,995
	Supply (Additional from SDCWA)	279	278	275	273	270
	Demand (City)	22,654	20,562	20,748	20,810	20,995
	Demand (Project)	279	278	275	273	270
	Difference (Supply Minus Demand)	**0**	**0**	**9**	**0**	**0**
Multiple-Dry Years: Third Year	Supply (City)	22,737	20,638	20,823	20,886	21,072
	Supply (Additional from SDCWA)	280	279	276	274	271
	Demand (City)	22,737	20,638	20,823	20,886	21,072
	Demand (Project)	280	279	276	274	271
	Difference (Supply Minus Demand)	**0**	**0**	**0**	**0**	**0**
Multiple-Dry Years: Fourth Year	Supply (City)	22,821	20,714	20,900	20,963	21,150
	Supply (Additional from SDCWA)	281	280	277	276	272
	Demand (City)	22,821	20,714	20,900	20,963	21,150
	Demand (Project)	281	280	277	276	272
	Difference (Supply Minus Demand)	**0**	**0**	**0**	**0**	**0**
Multiple-Dry Years: Fifth Year	Supply (City)	22,851	20,741	20,928	20,991	21,178
	Supply (Additional from SDCWA)	281	280	277	276	273
	Demand (City)	22,851	20,741	20,928	20,991	21,178
	Demand (Project)	281	280	277	276	273
	Difference (Supply Minus Demand)	**0**	**0**	**0**	**0**	**0**

Note: All units in acre-feet (AF).
Source: Michael Baker International, *Oceanside Transit Center Redevelopment Water Supply Assessment Draft*, March 2023.

The single-dry year scenario is based on 2015, which was the City's driest year on record. During single-dry years, the City estimates that demand will increase by 7%. The City will continue to supply customers with groundwater and anticipated indirect potable reuse water supplies. The supply of local sources during single-dry years will remain consistent with availability during normal years

To meet the remaining increase in demand during single-dry years, the City will purchase additional supply from SDCWA. The City anticipates that SDCWA will have enough supplies to support the additional purchases because SDCWA projects 100 percent reliability in a single-dry year. The City has sufficient supply to meet its customers' needs through 2045 in the event of a historically single-year drought.

The multiple-dry year scenario is based on 2011 to 2015, which is the driest 5-year historical sequence on record. During multiple-dry years, the City estimates that demand will increase approximately by seen percent in year 1, eight percent in years 2 through 4, and nine percent in year 5. The City would continue to supply customers with groundwater and anticipated indirect potable reuse water supplies. To meet the remaining increase in demand during multiple-dry years, the City will purchase additional supply from SDCWA. The City anticipates that SDCWA will have enough supplies to support the additional purchases because SDCWA anticipates 100 percent reliability in multiple-dry years due to the diversification of its supplies and availability of carryover water. The City has sufficient supply to meet its customers' needs through 2045 in multiple-dry years.

It was determined that the City has sufficient supply to meet the current and projected supply during normal, single-dry, and multiple-dry years. In single-dry and multiple-dry years, the City would purchase additional water from SDCWA. These additional purchases are anticipated to be accommodated for all years, since SDCWA projects 100 percent reliability in all future years. No supply deficit is anticipated.

The project proposes installation of on-site infrastructure, including domestic water lines. Water service to the project would continue to be provided by the City for domestic and irrigation uses. In addition, on-site water connections would be constructed, as necessary, to comply with the fire flow set for the project by Section 2 of the Design and Construction Manual and by Oceanside Fire Department (OFD) during the plan check process. Based on City's 2015 Water Master Plan, the project site is located in pressure zone Talone (320); the project-approved fire master plan is not yet available, therefore, the City of Oceanside standard criteria of 4,000 gallons per minute (gpm) was assumed for the project site. The Water and Sewer Capacity Study concluded that during peak hour potable water demands, resulting minimum service pressures meet the City's minimum pressure requirements; during fire flow simulation to on-site fire hydrants, the resulting residual pressures and maximum pipeline velocity complied with the City's requirements. Prior to the issuance of building permits, the OFD would be required to grant approval of the final building design, including all fire prevention and suppression systems.

Additionally, design of the project would meet requirements set forth in CALGreen, regarding water efficiency and conservation. Therefore, implementation of the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years; and would not require or result in the relocation or construction of new or expanded water infrastructure. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WASTEWATER TREATMENT

USS-2 PROJECT IMPLEMENTATION COULD 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, EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD, OR RESULT IN THE CONSTRUCTION OF NEW WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Impact Analysis: The Water and Sewer Capacity Study analyzed existing sewer capacity to determine whether project-generated wastewater flows would be adequately treated by existing infrastructure. The estimated wastewater flows to be generated from the proposed project site and the existing areas within the off-site sewer system are summarized in Table 5.15-6, *Estimated Sewer Flows for the Project Site*.

Table 5.15-6
Estimated Sewer Flows for the Project Site

Scenario	Proposed Estimated Sewer Flows		
	Average[1]		
	GPD	cfs	Peak[2]
Existing Sewer Flows	54,661	0.084	0.179
Project Sewer Flows	92,839	0.144	0.396
Total Sewer Flows	**147,500**	**0.228**	**0.575**

Note:
1. The generation factor used for hotel is 100 gpd/room per 2015 Sewer Master Plan. The generation factor of 140 gpd/du was used for multi-family residential. The generation factor of 1,000 GPD per acre was used for commercial area (office/retail).
2. Based on City of Oceanside Design Guidelines a peaking factor of 2.75 for residential and hotel and a peaking factor of 2.9 for commercial areas were applied to proposed average flows. A peaking factor of 3.5 for existing residential and a peaking factor of 3.08 for existing commercial areas were applied to existing average flows.

Source: Stantec Consulting Services Inc., *Water and Sewer Capacity Study for the Tremont Site, North County Transit District (NCTD) Oceanside Transit Center, 235 South Tremont Street, City of Oceanside, CA*, September 8, 2022.

Based on the sewer model results, the 8-inch and 10-inch sewer downstream of the proposed project site in Cleveland Street have sufficient capacity to accept the generated wastewater flows from the project site and would not be negatively impacted by the proposed flow generation.

Wastewater produced by the project would be treated either at the La Salina WWTP or the San Luis Rey WWTP. Both treatment plants are required to comply with the requirements set by the San Diego Regional Board, which specifies the discharge requirements for each facility. The NPDES permit system requires that all existing and future municipal and industrial discharges to surface waters within the City be subject to specific discharge requirements. The wastewater discharge requirements for both treatment plants are permitted by the San Diego Regional Board Order No. R9-2019-0166 to

discharge treated wastewater into the Pacific Ocean via the Oceanside Ocean Outfall.[8] This permit requires that discharge must meet applicable water quality standards, including meeting minimum federal technology-based requirements based on Secondary Treatment Standards at 40 CFR Part 133, prior to discharge into the ocean. Compliance with all applicable permit requirements, as monitored and enforced by the San Diego Regional Board, would ensure that the project would not exceed the applicable wastewater treatment requirements of the San Diego Regional Board.

The proposed on-site sanitary sewer would convey sewage throughout the project site into an 8-inch PVC sewer mainline, which would convey sewage to proposed manholes located within the project site along the sewer mainline, where it would then be conveyed to an existing manhole at the intersection of Seagaze Drive and Cleveland Street and to the existing off-site system. The minimum sewer lateral size per the City's Design and Construction Manual is four inches. All proposed 8-inch PVC systems would meet City Standards. Therefore, project implementation would result in a determination by the wastewater treatment provider that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; and would not result in the construction or expansion of new wastewater treatment facilities which could cause significant environmental effects. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

STORMWATER DRAINAGE FACILITIES

USS-3 PROJECT IMPLEMENTATION COULD RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES.

Impact Analysis: Refer to Section 5.6 for a detailed discussion on the proposed project's potential to create or contribute runoff water that could exceed the capacity of the existing on-site stormwater drainage system (Impact Statements HWQ-2 and HWQ-3).

The project site has deficient municipal storm drain discharge facilities to receive drainage for the southern two-thirds of the site area. As such, implementation of a new storm drain pipe network and underground detention basins would be required to attenuate discharges from post-project conditions. With construction of the proposed drainage system and underground storage basins, adequate flood protection would be provided for a 25- and 100-year storm event for any increase in discharge from pre-project conditions. Through the implementation of LID features and source, site, and treatment control BMPs, as discussed in the SWQMP, the project would effectively mitigate any increased runoff that is generated from post-project urbanization (i.e., increased impervious areas); refer to Section 5.6. Thus, the proposed stormwater drainage facilities analyzed throughout this EIR as part of the proposed project would result in less than significant impacts in this regard.

Mitigation Measures: No mitigation measures are required.

[8] San Diego Regional Board, *San Diego Region - NPDES Program*, https://www.waterboards.ca.gov/sandiego/water_issues/programs/regulatory/index.html, accessed May 19, 2023.

Level of Significance: Less Than Significant Impact.

SOLID WASTE GENERATION

USS-4 PROJECT IMPLEMENTATION COULD BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS AND COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE.

Impact Analysis:

SHORT-TERM CONSTRUCTION IMPACTS

Future temporary construction impacts are anticipated to potentially involve demolition of existing structures, construction of new structures, and grading. Other construction activities may include building walls and fencing, adding signage and lighting, providing landscaping, on-site utilities, trails, and infrastructure improvements (i.e., sewer, water, and dry utilities). All future construction activities would be subject to compliance with relevant federal, State, and local requirements concerning solid waste. Specifically, the project would be required to demonstrate compliance with the AB 939, which requires all California cities to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible." AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. Lastly, the project be required to demonstrate compliance with the 2022 (or most recent) Green Building Code, which includes design and construction measures that act to reduce construction-related waste though material conservation measures and other construction-related efficiency measures. Compliance with these programs would ensure the project's construction-related solid waste impacts would be less than significant.

LONG-TERM OPERATIONAL IMPACTS

Project operations would result in an increase in solid waste generation. Based on CalRecycle's waste generation rates, the project would produce 3,871 pounds, or 1.93 tons, of solid waste per day; refer to Table 5.15-7, *Project Waste Generation*.[9] As indicated, the El Sobrante Landfill has a maximum permitted throughput of 16,054 tons per day, a remaining capacity of 143,977,170 cubic yards and a projected closure in 2051. Thus, project operations would represent a nominal percent of the El Sobrante Landfill's daily permitted throughput.

[9] CalRecycle, *Estimated Solid Waste Generation Rates*, https://www2.calrecycle.ca.gov/wastecharacterization/general/rates, accessed May 19, 2023.

Table 5.15-7
Project Waste Generation

Land Use	Proposed Units	Rate (pounds)	Waste Generated (pounds)
Residential	547 dwelling units (du)	4/du	2,188
Hotel/Retail	170 rooms	2/room	340
Commercial	29,196 square feet (sf)	0.046/sf	1,343
		Total	**3,871**

Source: CalRecycle, *Estimated Solid Waste Generation Rates*, https://www2.calrecycle.ca.gov/wastecharacterization/general/rates, accessed May 19, 2023.

Compliance with all applicable federal, State, and local laws, regulations, and standards regarding solid waste disposal, including the mandates of the RCRA, AB 939, AB 341, AB 1826, the California Green Building Code, and Chapter 13 of the Municipal Code, pertaining to solid waste storage and handling, would ensure that operational impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

DRY UTILITY SERVICES

USS-5 THE PROJECT COULD RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW OR EXPANDED DRY UTILITY FACILITIES, WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Impact Analysis: The project would result in the construction of new private on-site dry utilities associated with electricity, natural gas, and telecommunication services.

ELECTRICITY AND NATURAL GAS

Construction Impacts

Construction activities would be limited to providing power to the construction site and portable construction equipment. The level of power for these activities would be short-term, and would not substantially increase the demand for electricity within the project area. Heavy equipment used for construction is primarily powered by diesel fuel. Temporary electric power would likely be provided via existing utility boxes and lines and/or temporary power poles on the project site. Given the limited potential demand for electricity during construction, impacts to regional electricity supplies would be considered less than significant.

Project-related construction activities would not increase demand for natural gas since construction activities and equipment would not rely on natural gas as a fuel source. Therefore, construction activities would not impact natural gas services and would not require new or physically altered natural gas transmission facilities. As such, no impacts are anticipated during construction.

Operational Impacts

As discussed in Section 5.11, *Energy*, the California Energy Commission (CEC) developed 2024 to 2040 forecasts for energy consumption and peak demand for each of the major electricity and natural

gas planning areas and the State based on the economic and demographic growth projections.[10] Energy consumption of the project would represent approximately 0.0365 percent increase in electricity consumption and 0.0255 percent increase in natural gas consumption over the current Countywide usage, which would be significantly below CEC's forecasts and the current Countywide usage; refer to Table 5.11-4, *Project and Countywide Energy Consumption*. Therefore, the project would be consistent with the CEC's energy consumption forecasts and would not require additional energy capacity or supplies.

The project would be required to comply with the most current version of the Title 24 Building Energy Efficiency Standards. The electricity provider, SDG&E, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent of total procurement by 2030, and 100 percent of total procurement by 2045. The project would purchase energy portfolio with at least 75 percent renewable as soon as it becomes available. Therefore, project development would not require SDG&E to obtain new or expanded electricity facilities, other than those proposed on-site. A less than significant impact would occur.

TELECOMMUNICATION

Existing telephone and cable/television lines are located within the project area and new service lines would be provided via underground connections. Construction impacts associated with the installation of telecommunication lines would involve excavation and paving. As discussed in Section 5.6, project construction activities would implement BMPs and a SUSMP with applicable LID requirements to minimize soil erosion impacts during grading activities (including installation of utilities). Furthermore, a number of franchised telecommunications providers are available in the region and no significant expansion or construction of the telecommunications network is anticipated. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.15.5 CUMULATIVE IMPACTS

CEQA Guidelines Section 15355 requires an analysis of cumulative impacts, which are defined as, "two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts."

WATER SERVICES AND INFRASTRUCTURE

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR WATER FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

[10] California Energy Commission, *2023 Integrated Energy Policy Report*, page 130, February 14, 2024.

Impact Analysis:

WATER SUPPLY

The geographic context for the cumulative impact analysis on water supply is the City of Oceanside. The City is required to prepare and update its UWMP every five years to plan and provide for water supplies to serve existing and projected demands over a 20-year horizon. The 2020 UWMP prepared by the City accounts for existing development within the service area as well as projected growth through the year 2045. The UWMP water demand projections assume population, housing, and employment growth anticipated in the service area based on both historical trends and official forecasts from SANDAG's *San Diego Forward: The 2021 Regional Plan* (2021 Regional Plan). As noted in Section 5.13, *Population and Housing*, the proposed project's buildout would be within SANDAG's population and dwelling unit forecasts for 2050, and are therefore accounted for in the 2020 UWMP. Thus, the City would be able to reliably provide water to its customers from 2020 through the year 2045 including the proposed project and cumulative projects developed in accordance with assumptions made in the General Plan and 2021 Regional Plan.

Additionally, under the provisions of SB 610, the City is required to prepare a comprehensive WSA for every new development "project" (as defined by Section 10912 of the Water Code) within its service area that meets certain thresholds. The types of projects that are subject to the requirements of SB 610 tend to be larger projects that may or may not have been included in the growth projections of the 2020 UWMP. The WSAs for such projects would evaluate the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed. Compliance with regulatory requirements that promote water conservation, the requirements of CALGreen, and implementation of other water saving strategies will assist in ensuring that adequate water supply is available on a cumulative basis. Therefore, it is anticipated that the City would be able to supply the demands of the project and future growth through 2045 and beyond. As concluded in Impact Statement USS-1, the project would result in less than significant impacts related to water supply. Therefore, the proposed project would not be cumulatively considerable and impacts in this regard would be less than significant.

WATER INFRASTRUCTURE

The geographic context for the cumulative impact analysis for water infrastructure is the project vicinity. Development of the project and future new development in the project vicinity would cumulatively increase demands on the existing water conveyance system. However, new development projects would be subject to OFD and the City's review to ensure that the existing public utility facilities would be adequate to meet the domestic and fire water demands of each project. Furthermore, individual projects would be subject to the City's requirements regarding infrastructure improvements needed to meet respective water demands, fire flow, and pressure requirements. OFD and the City would conduct ongoing evaluations to ensure facilities are adequate. As concluded in Impact Statement USS-1, the project would result in less than significant impacts related to water as the project would be required to coordinate with the City and OFD as needed for infrastructure needs and design. Therefore, cumulative impacts on the water infrastructure system would be less than significant

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

WASTEWATER SERVICES AND INFRASTRUCTURE

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR WASTEWATER FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis:

WASTEWATER TREATMENT

The area considered for cumulative impacts to wastewater treatment is the La Salina WWTP and the San Luis Rey WWTP service area. Future growth in the City would result in increases in wastewater generation and flow. These include increases in residential and commercial effluent. The City's Sewer Master Plan projects daily wastewater generation in line with land use changes identified in the General Plan. Sewer collection system expansions and upgrades would be based on needs identified in the Sewer Master Plan. Additionally, all future development within the City's larger service would be reviewed on a project-by-project basis to verify that existing capacity remains to convey wastewater generated by new development and whether construction of new sewer lines would result in significant environmental effects. Through the use of connection fees and agreements, the City is able to maintain and expand its wastewater collection system as necessary and is able to ensure that new developments pay their fair-share costs associated with increased demand, including development that may require General Plan amendments. As determined in Impact Statement USS-2, the City's existing sewer system would be sufficient to treat the project's wastewater generation and, thus, resulting in less than significant impacts to the wastewater treatment capacity. Therefore, the proposed project would not be cumulatively considerable and impacts in this regard would be less than significant.

WASTEWATER SYSTEMS

The area considered for cumulative impacts to wastewater conveyance systems is the City's sewer system service area. The City's wastewater effluent is directed to the La Salina WWTP and the San Luis Rey WWTP. The La Salina WWTP and the San Luis Rey WWTP would be required to continue to operate in compliance with respective NPDES permits. Furthermore, future development would also comply with the City's connection fee requirements to fund future capital improvement programs. As determined in Impact Statement USS-2, the project would result in less than significant impacts related to wastewater systems, as the project would be required to coordinate with and/or pay a capital facilities fee to the City as needed for the construction and design of sewer infrastructure. Accordingly, he proposed project would not be cumulatively considerable and impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

STORMWATER DRAINAGE FACILITIES

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR STORMWATER DRAINAGE FACILITIES THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Cumulative development would likely result in the need for the construction of new stormwater drainage facilities or the expansion of existing facilities on a project-by-project basis. Cumulative development would also be required to conduct drainage and hydrology analyses on a case-by-case basis at the project level, as they are implemented, for their potential to result in construction-related or operational impacts on stormwater drainage facilities. Cumulative project would be subject to NPDES permitting process, which may require implementation of BMPs and LIDs depending on the project's size. It should be noted that a stormwater pipe upgrade, which is part of a City Capital Improvement Project (CIP), is included in Table 4-1, *Cumulative Projects List*, and is situated just north of the project site.

As discussed in Section 5.6, *Hydrology and Water Quality*, it is acknowledged that the City may prefer the option to utilize this upgraded stormwater pipe located to the north of the project site. Based on the City's preliminary calculation of the new pipe, there would be capacity to take an additional 10 cfs of stormwater discharge from the project site to the new pipe. As such, the project proposes to construct a flow diversion structure, immediately upstream of the underground Detention Basin No. 1 (DB1); refer to Exhibit 5.6-3, *Proposed Flow Diversion*, and Appendix 11.6, *NCTD Oceanside Transit Center at 235 South Tremont Street Assessment to Divert Portions of the Central Tributary to the North Technical Memo* (Diversion Technical Memo), prepared by Stantec Consulting, Inc., dated August 12, 2024. This diversion would alleviate flows into the 15-inch RCP under the railroad tracks by 10 cfs.As concluded in Impact Statement USS-3, the proposed stormwater drainage facilities would involve site design, source control, and LID BMPs that reduce the overall impervious surfaces on-site and slightly reduce stormwater runoff volumes compared to existing conditions. Further, as demonstrated in Exhibit 5.6-3, based on the City's preliminary calculation of the new City CIP stormwater pipe upgrade to the north of the project site, there would be capacity to take an additional 10 cfs of stormwater discharge from the project site to the new pipe. As such, the project proposes to construct a flow diversion structure, immediately upstream of the underground Detention Basin No. 1 (DB1); refer to Exhibit 5.6-3 and Appendix 11.6, Diversion Technical Memo. This diversion would alleviate flows into the 15-inch RCP under the railroad tracks by 10 cfs, which would reduce existing runoff to the west. The proposed City pipe has been designed to accommodate this diversion as part of the City's CIP process. As such, impacts in this regard are less than significant and would not result in increased cumulatively considerable impacts, compared to what was studied as part of the City's CIP process; refer to Section 5.6.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

SOLID WASTE GENERATION

- **THE PROJECT COMBINED WITH OTHER CUMULATIVE PROJECTS COULD CREATE INCREASED DEMAND FOR SOLID WASTE GENERATION THAT COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.**

Impact Analysis: Cumulative development projects within the City would increase demands for solid waste disposal services. However, cumulative development projects would be subject to all applicable laws, ordinances, and regulations in place for solid waste, including RCRA, AB 939, AB 341, AB 1826, the California Green Building Code, and Chapter 13, *Solid Waste and Recycling*, of the Municipal Code.

Project implementation would introduce new residential, hotel, office, and commercial/retail land uses that would increase solid waste generation. As indicated in Impact Statement USS-4, the El Sobrante Landfill has sufficient remaining capacity for solid waste disposal for future development within the City, including the proposed development. Additionally, upon compliance with applicable laws, ordinances, and regulations for solid waste, the project-generated solid waste would not be significantly cumulatively considerable and impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

Level of Significance: Less Than Significant Impact.

5.15.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the proposed project would not result in any significant and unavoidable impacts pertaining to utilities and service systems.

6.0 OTHER CEQA CONSIDERATIONS

6.1 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

Pursuant to *CEQA Guidelines* Section 15126.2, the following is a discussion of short-term uses of the environment and the maintenance and enhancement of long-term productivity. If the proposed project is approved and implemented, a variety of short- and long-term impacts would occur on a local level. During project grading and construction, portions of surrounding uses may be temporarily impacted by dust and noise. There may also be an increase in vehicle pollutant emissions caused by grading and construction activities. However, these disruptions would be temporary and may be avoided or lessened to a large degree through mitigation cited in this EIR and through compliance with the established regulatory framework; refer to Section 5.0, *Environmental Analysis*, and Section 8.0, *Effects Found Not To Be Significant*.

The proposed project would create long-term environmental consequences associated with the proposed project, which would involve the redevelopment of the existing NCTD transit center into a mixed-use transit-oriented community with office, retail, hotel, transit, community facilities, and multi-family residential uses. Project development and subsequent long-term effects may impact the physical, aesthetic, and human environments. Long-term physical consequences of development include increased traffic volumes, increased noise from project-related mobile (traffic) and stationary (mechanical, landscaping, recreational, etc.) sources, hydrology and water quality impacts, and increased energy and natural resource consumption. Incremental degradation of local and regional air quality would also occur due to mobile source emissions generated from project-related traffic, and stationary source emissions generated from the consumption of natural gas and electricity. However, as concluded in Section 5.0 and Section 8.0, the project's impacts would be less than significant following compliance with the established regulatory framework and recommended mitigation measures. Therefore, the proposed project would not have significant long-term implications in this regard.

6.2 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

According to *CEQA Guidelines* Sections 15126(c) and 15126.2(c), an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. As stated in *CEQA Guidelines* Section 15126.2(d):

> *"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 likely, 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."*

Construction of the proposed mixed-use transit-oriented community would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during the construction phase and would continue throughout its operational lifetime. The proposed development would require a commitment of resources including building materials; fuel and operational materials/resources; and transportation of goods and people to and from individual development sites. Construction would require the consumption of resources that are not renewable or which may renew so slowly as to be considered non-renewable. These resources include, but are not limited to, lumber and other forest products; aggregate materials used in concrete and asphalt; metals; and water. Fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment.

The proposed project would consume resources similar to those currently consumed within the City (e.g., energy resources such as electricity and natural gas as well as petroleum-based fuels required for vehicle trips, fossil fuels, and water). Fossil fuels would represent the primary energy source associated with both construction and ongoing operation, and the existing, finite supplies of these natural resources would be incrementally reduced. Future operations of the proposed mixed use development would occur in accordance with California Code of Regulations Title 24 Part 6, *Building Energy Efficiency Standards*, which sets forth conservation practices that would limit energy consumption. Nonetheless, the project's energy requirements represent a long-term commitment of essentially non-renewable resources.

Future construction activities associated with implementation of the proposed project could release hazardous materials into the environment through reasonably foreseeable upset and accidental conditions; refer to Section 5.6, *Hazards and Hazardous Materials*. However, demolition, grading, and excavation activities would be subject to established regulatory standards to ensure that hazardous materials releases are minimized. Compliance with the established regulatory framework and implementation of Mitigation Measures HAZ-1 through HAZ-3 would protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials.

In conclusion, development of the proposed project would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these resource quantities for future generations or for other uses during the life of individual developments. It is noted that the continued use of such resources would be on a relatively small scale in a regional context. Although irreversible environmental changes would result from project implementation, such changes would not be considered significant.

6.3 GROWTH INDUCING IMPACTS

CEQA Guidelines Section 15126.2(d) requires that an EIR analyze a project's growth-inducing impacts. Specifically, *CEQA Guidelines* Section 15126.2(e) requires that an EIR:

> *"Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth [a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas]. Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the*

environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

In general, a project may foster spatial, economic, or population growth in a geographic area, if it meets any one of the following criteria:

- Removes an impediment to growth (e.g., establishes an essential public service and provision of new access to an area);
- Fosters economic expansion or growth (e.g., changes in revenue base and employment expansion);
- Fosters population growth (e.g., construction of additional housing or employment-generating land uses), either directly or indirectly;
- Establishes a precedent-setting action (e.g., an innovation, a change in zoning and general plan amendment approval); or
- Develops or encroaches on an isolated or adjacent area of open space (being distinct from an infill project).

Should a project meet any one of the above-listed criteria, it may be considered growth-inducing under CEQA. Generally, growth-inducing projects are either located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure such as sewer and water facilities or roadways, or encourage premature or unplanned growth.

It is noted that while CEQA does require an EIR to "discuss the ways" a project could be growth-inducing and "discuss the characteristics of some projects that may encourage…activities that could significantly affect the environment," CEQA does not require an EIR to predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. Answering such questions would require speculation, which CEQA discourages; refer to *CEQA Guidelines* Section 15145, *Speculation*.

In accordance with the *CEQA Guidelines* and based on the above-listed criteria, the project's potential growth-inducing impacts are analyzed below.

REMOVAL OF AN IMPEDIMENT TO GROWTH

The proposed project would increase demands for public services (i.e., fire and police protection, schools, parks and recreational facilities, and libraries) and utility and service systems (i.e., stormwater treatment, water, sanitary sewer, and solid waste). As detailed in Section 3.4, *Project Characteristics*, several infrastructure connections and improvements, including storm drain, water, sanitary sewer, electrical, gas, and telecommunications, are proposed to accommodate the project. As detailed in Section 5.14, *Public Services/Recreation and Utilities*, the project site is located in an urban setting and is already served by essential public services and utilities for the existing NCTD transit center. Thus, the proposed project would primarily construct internal utilities connections to connect to the existing network of utilities and service systems in the project area. As a result, the project would not establish an essential public service to an area (as they already exist), leading to the removal of obstacles to growth. Overall, project implementation would not result in a removal of an impediment to growth through the establishment of an essential public service to an area.

Regional access to the site is provided via Interstate 5 (I-5), Mission Avenue, and Coast Highway. Local access is provided via Seagaze Drive, South Tremont Street, and Missouri Avenue. Additionally, transit access is available on-site via the NCTD COASTER, NCTD SPRINTER, Metrolink, and Amtrak Pacific Surfliner transit (rail) routes, NCTD LIFT Americans with Disabilities Act (ADA) Paratransit Service, as well as bus route service operated by NCTD. As explained in Section 5.8, *Transportation*, the roadway network in the project area is fully built out with both regional and local access already provided by an existing roadway network. Therefore, implementation of the proposed project would not remove an existing impediment to growth through the provision of new access to an area.

ECONOMIC GROWTH

As indicated in the Section 5.13, *Population and Housing*, buildout of the Specific Plan could increase the City's existing population by approximately 1,466 persons, or 0.86 percent compared to the City's existing population, through buildout of the project. The projected population growth is anticipated to increase sales taxes, with resultant increases in the City's revenue base. Additionally, the proposed nonresidential land uses are forecast to create approximately 471 new jobs through project buildout, based on employment generation rates per square foot of retail/service, office, and hotel uses; refer to Table 5.13-6, *Proposed Project Employment Generation*. The projected growth in nonresidential floor area and employment would foster economic expansion and increase the City's revenue base, the City's business license tax, utility user taxes, property taxes, and sales taxes.

As a mixed-use transit-oriented development, the project would bring people closer to existing jobs, entertainment, and employment centers, as well as proximity to the established transit system. Residents of the proposed project would seek shopping, entertainment, employment, home improvement, and other economic opportunities in the City and surrounding area. This increased demand for such economic goods and services may encourage the creation of new businesses and/or the expansion of existing businesses that address these needs. More importantly, existing shopping, entertainment, and employment centers in the immediate project area would serve future residents. Overall, economic growth could occur within the project area due to project implementation. Economic growth would generally be considered a beneficial impact to the region. Moreover, given the built-out nature of the site and its vicinity, future economic effects are not expected to significantly affect the environment.

POPULATION GROWTH

A project can induce population growth in an area either directly (i.e., by proposing new homes or businesses) or indirectly (i.e., through the extension of roads or other infrastructure). The project site is located in a developed area of the City and the project would not involve the extension of roads or other infrastructure into undeveloped areas; refer above to the "Removal of an Impediment to Growth" section. However, the proposed mixed-use development would have the potential to induce direct growth in the City's population.

As detailed in Section 5.13, buildout of the Specific Plan would allow up to 547 additional dwelling units in the City and would introduce up to 1,466 additional residents. The additional residents would increase the City's population over existing conditions (May 2023) from approximately 171,063 to 172,529 residents, an approximately 0.86 percent increase. Additionally, buildout of the Specific Plan would allow up to 160,656 square feet of hotel use, 64,085 square feet of office use, and 29,196 square

feet of commercial/retail use. As such, the proposed project would foster population growth through new housing and new businesses and is considered growth-inducing with respect to population growth.

PRECEDENT-SETTING ACTION

The proposed project would require the approval and/or adoption of the proposed General Plan Amendment, Zone Amendment, Oceanside Transit Center Specific Plan, Development Plan, Local Coastal Plan Amendment, Coastal Development Permit, Vesting Tentative Tract Map, as well as other discretionary approvals/permit from the City and the NCTD, including Conditional Use and Use Permit(s), Site Development Review, and issuance of applicable grading and building permits; refer to Section 3.7, *Permits and Approvals*. These proposed discretionary actions are typical to an urban environment and would not set a precedent that would make it more likely for other projects in the City to gain approval of similar applications. For example, a future mixed-use transit-oriented project in other parts of the City requesting to redesignate or rezone a site would still be required to undergo the same environmental review under CEQA as the proposed project and mitigate potentially significant environmental impacts on a project-level, if applicable. In short, the proposed discretionary approvals outlined above would only regulate future land development within the Specific Plan area by limiting permitted uses and requiring future development on-site to comply with development standards and design guidelines in the Specific Plan. Project approval would not impact the discretionary approval process of other development projects outside of the Specific Plan area. Implementation of the proposed project would not establish a procedure that would make future re-designations and/or rezones easier and it would be speculative to determine any such effect. As such, the proposed project would not involve a precedent-setting action that could significantly affect the environment.

DEVELOPMENT OR ENCROACHMENT OF OPEN SPACE

The project site is currently developed with the NCTD transit center, consisting of train platforms, NCTD offices, and two public surface parking lots; refer to Exhibit 3-2, *Site Vicinity*. Review of historic aerial photography of the site vicinity indicates the current transit center structures and improvements have been in place in current configuration since 1997. Further, the project site is surrounded by a mix of commercial, retail, and residential land uses, with mixed-use, hospitality, and commercial retail and entertainment uses to the north, low-density residential and commercial uses to the east, low-to-moderate density residential uses to the south, and the Amtrak Pacific Surfliner rail line right-of-way and residential uses to the west. The project site is bounded by railroad right-of-way to the west, Seagaze Drive to the north, South Tremont Street to the east, and Missouri Avenue to the south; refer to Exhibit 3-2. As such, no open space currently exists on-site, and no existing isolated areas of open space are located in proximity to the project site. As such, the proposed infill development would not develop or encroach on open space, resulting in a growth-inducing impact in this regard.

SUMMARY

In summary, project implementation is not considered growth-inducing with respect to removing an impediment to growth, fostering economic growth, establishing a precedent-setting action, or encroaching into an isolated area of open space. However, the project is considered growth-inducing with respect to fostering direct population growth as a result of new residents on-site and indirectly through increased employment opportunities associated with non-residential use.

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7.0 ALTERNATIVES TO THE PROPOSED PROJECT

Under CEQA, the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. CEQA Public Resources Code Section 21002.l(a) establishes the need to address alternatives in an Environmental Impact Report (EIR) by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is ... to identify alternatives to the project."

Direction regarding the definition of project alternatives is provided in the *CEQA Guidelines* as follows:

> *An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.*[1]

The *CEQA Guidelines* emphasize that the selection of project alternatives be based primarily on the ability to reduce significant effects relative to the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."[2] The *CEQA Guidelines* further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.[3]

In selecting project alternatives for analysis, potential alternatives must pass a test of feasibility. *CEQA Guidelines* Section 15126.6(f)(1) states that:

> *Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site ...*

Beyond these factors, *CEQA Guidelines* require the analysis of a "no project" alternative and an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, an environmentally superior alternative is to be designated. If the environmentally superior alternative is the "No Project" Alternative, then the EIR shall identify an environmentally superior alternative among the other alternatives.[4] In addition, *CEQA Guidelines* Section 15126.6(c) requires that an EIR identify any alternatives that were considered for analysis but rejected as infeasible and discuss the reasons for their rejection.

The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. The range of potential alternatives to the proposed project shall also include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Among the

1 *CEQA Guidelines Section 15126.6(a).*
2 *CEQA Guidelines Section 15126.6(b).*
3 *CEQA Guidelines Section 15126.6(f).*
4 *CEQA Guidelines Section 15126.6(e)(2).*

factors that may be considered when addressing the feasibility of alternatives are 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). Only locations that would avoid or substantially lessen any of the project's significant effects need be considered for inclusion. An alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative need not be considered.

Potential environmental impacts associated with the following alternatives are compared to the project's impacts:

- Alternative 1 – "No Project" Alternative;
- Alternative 2 – "Reduced Density" Alternative; and
- Alternative 3 – "Increased Density" Alternative.

These alternatives were selected based on their potential to implement certain components of the project to accomplish some or most of the basic objectives of the project and avoid or substantially lessen one or more of the proposed project's significant effects. Specifically, the "No Project" Alternative is considered to enable the decision-makers to compare the impacts of approving the project with the impacts of not approving the project. The "Reduced Density" Alternative was selected for analysis to evaluate an alternative that provides fewer dwelling units and whether it would reduce any potentially significant impacts associated with the proposed project. The "Increased Density" Alternative was selected for analysis to evaluate an alternative that prioritizes transit ridership and reduced vehicle miles traveled (VMT) by increasing the amount of residential units on-site and whether it would reduce any of the project's potentially significant impacts.

Throughout the following analysis, the alternatives' impacts are analyzed for each environmental issue area, as examined in Section 5.1, *Land Use and Relevant Planning*, through Section 5.15, *Utilities and Service Systems*, of this EIR. In this manner, each alternative can be compared to the project on an issue-by-issue basis. A table is included at the end of this section that provides an overview of the alternatives analyzed and a comparison of each alternative's impact in relation to the project. This section also identifies alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process. Among the factors used to eliminate alternatives from detailed consideration include failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental impacts. Section 7.7, *"Environmentally Superior" Alternative*, identifies the "environmentally superior" alternative, as required by the *CEQA Guidelines*.

7.1 SUMMARY OF PROJECT OBJECTIVES

An EIR must only discuss in detail an alternative that is capable of feasibly attaining most of the basic objectives associated with the action, while at the same time avoiding or substantially lessening any of the significant effects associated with the proposed project. Below is a summary of the project objectives, as provided in Section 3.6, *Goals and Objectives*.

- Promote economic development of the coastal zone, while enhancing livability and walkability by accommodating a compatible mixture of uses that extends the activity of the downtown core into the planning area.

- Support public transit through transit-oriented development that integrates updated transit facilities and other mobility improvements that would increase ridership and enhance the user experience.
- Improve connectivity and in particular build stronger linkages between downtown and the residential neighborhoods to the south of the site.
- Deliver benefits to the public by increasing the available housing supply, including the provision of affordable units, while providing for amenities that create a destination and enrich the quality of life for on-site occupants and the community-at-large.
- Provide adequate infrastructure and public services to support the proposed development.
- Increase off-site storm drain capacity to serve the project site and immediately downstream area along Cleveland Street (to Wisconsin Avenue) to reduce localized flooding conditions in the public right-of-way.
- Ensure compatibility with surrounding land uses and improve the character of the surrounding community.
- Achieve a high standard of design through application of development standards and design guidelines that support mixed-use development typologies and promote effective placemaking.
- Accommodate phased development of the project with sufficient flexibility in the plan and accompanying development criteria to afford minor modifications in program and design due to a change in conditions.

7.2 SUMMARY OF SIGNIFICANT IMPACTS

Pursuant to *CEQA Guidelines* Section 15126.6(a), an EIR shall describe a range of reasonable alternatives to the project which would feasibly attain most of the basic objectives of the project and would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. As detailed in Section 5.1 through Section 5.15 of this EIR, upon compliance with existing regulations and mitigation measures, project implementation would not result in any significant and unavoidable impacts.

7.3 ALTERNATIVES CONSIDERED BUT REJECTED

In accordance with *CEQA Guidelines* Section 15126.6(c), an EIR should identify any alternatives that were considered for analysis but rejected as infeasible and briefly explain the reasons for their rejection. According to the *CEQA Guidelines*, among the factors that may be used to eliminate alternatives from detailed consideration are the alternative's failures to meet most of the basic project objectives, the alternative's infeasibility, or the alternative's inability to avoid significant environmental impacts. The following possible alternatives were considered but not carried forward for additional analysis, since they would not accomplish most of the basic project objectives of the project or are considered infeasible.

"ALTERNATIVE SITE" ALTERNATIVE

CEQA requires a discussion of alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is evaluating whether any of the significant effects of the project would be avoided or substantially lessened by developing the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (*CEQA Guidelines* Section 15126[5][B][1]). In general, any development or redevelopment of the size and type proposed by the project would have similar impacts related to construction and operational air quality and greenhouse gas (GHG) emissions impacts. Further, project impacts related to energy, population and housing, public services, and utilities and service systems would be similar regardless of where it is developed within Oceanside. Without a site-specific analysis, impacts on aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology/water quality, land use and planning, noise, and transportation cannot be evaluated. The project site is already developed with an existing transit center; redevelopment on the project site would result in fewer impacts than development on an alternate undeveloped vacant property. Furthermore, the site is located in an urbanized and built out area of the City with existing infrastructure (including on-site transit services) for future development to connect.

Additionally, NCTD specifically operates a transit center at this property in Oceanside. NCTD does not own or control other comparably sized properties in the City of Oceanside that are situated along NCTD rail service in order to accommodate the proposed project design. While the project requires approval of several land use entitlements, including a General Plan Amendment, Zone Amendment, Specific Plan, Local Coastal Plan Amendment, Coastal Development Permit, and Vesting Tentative Tract Map, objectives for the project include providing market rate and affordable housing that helps the City address regional housing needs while supporting the NCTD through transit-oriented development that integrates updated transit facilities and other mobility improvements that would increase ridership and enhance the user experience. Several other project objectives are specific to enhancing walkability of the transit center, as well as in the coastal zone with economically beneficial development, providing linkages to downtown, and creating a new destination with an enriched quality of life.

Due to the lack of viable and comparable sites in the general area that would allow for development of the project in a manner that would avoid or substantially lessen the project's potentially significant impacts while achieving the majority of the project objectives, development of the project on an alternative site has been eliminated from consideration.

"NO BUS TRANSFER CENTER RELOCATION" ALTERNATIVE

Based on public comment received as part of the Notice of Preparation (NOP) for the project, the City has considered an alternative that would maintain the existing location of the bus transfer center at the northern end of the site along Cleveland Street. Under existing conditions, the bus transfer center has indirect access to and from the train terminals due to multiple intervening on-site structures, which limit visibility and accessibility between the existing train terminals and bus terminals.

In 2020, NCTD undertook a study to consider options to relocate the existing bus transfer center in order to increase ridership at the transit center (Final Project Study Report[5]). Based on the Final Project Study Report, the distance from the current bus transit station to the new Sprinter/Coaster platforms requires an approximate 6 to 10 minute walk to connect between rail and bus mode. NCTD has found that at this distance and with the current bus and train schedules, patrons walking at a normal or comfortable pace have been missing their train connections because of the long distance and lack of a line-of-sight between modes. Patrons who are mobility impaired and/or traveling with young children may be at an even greater disadvantage for connecting between modes. The Coaster train with its recently relocated train platform further south of the station has compounded this issue. A majority of bus commuters find themselves having to increase their walking speed or engage in running in order to make their train connection. An increased walking speed or running may increase the potential for tripping and increase both physical and emotional stress which decreases rider satisfaction. The primary purpose of the proposed bus transfer center relocation is to shorten the distance between the bus transit station and the Sprinter/Coaster platforms in order to help reduce walking times, so patrons can make their connections without having to increase their normal or comfortable walking speed or engage in running.

The (Final Project Study Report determined that best practices for encouraging ride sharing and increased transit ridership included relocating bus terminals and other transit services within immediate proximity to the train terminals. Not only would relocation of bus transfer center to the proposed location (i.e., at the southern end of the site) better facilitate the transfer between bus and rail service, but this location has been designed to efficiently transfer riders onto the commuter train platforms, improving the connection timing for rail commuters. Further, having bus and rail services adjacent to one another would be more accommodating to transit riders with disabilities and would provide added security (as employees from both services would have eyes on the area simultaneously). As such, this alternative would not meet the project objective to support public transit through transit-oriented development that integrates updated transit facilities and other mobility improvements that would increase ridership and enhance the user experience and has been eliminated from consideration.

"BUS TRANSFER CENTER RELOCATION TO PARKING STRUCTURE" ALTERNATIVE

An alternative that would relocate the bus transfer center to the proposed Block 3 residential parking structure was considered. This relocation would move the bus terminal closer to the train station (compared to the existing condition), but not within immediate proximity. However, operating a bus terminal within an enclosed residential parking structure would create safety design hazards and interfere with parking operations and residential uses. As described above, NCTD's goals and objectives include locating bus terminals and train terminals within immediate proximity to one another. As such, this alternative would increase safety design hazards and would not meet the project objectives to support public transit ridership best practices. As such, the City has eliminated in alternative from consideration.

[5] North County Transit District, *Final Project Study Report Oceanside Transit Center Bus Bay Relocation (311 Seagaze Drive And 302 Missouri Avenue)*, dated September 28, 2020.

"MAINTAIN EXISTING LAND USE DESIGNATION AND ZONING" ALTERNATIVE

An alternative in which the proposed project site's current General Plan land use designations and zoning remain was considered. Based on the City's General Plan, multiple land use designations apply to the property, including Downtown (DT), Coastal Transportation and Utility (C-TU), Coastal Residential High Density (C-RH), and Coastal General Commercial (C-GC); refer to Exhibit 3-3, *Existing and Proposed General Plan Designations*. Based on the City's Zoning Map, the project site is divided into several zones; that portion of the site generally west of Cleveland Street falls within the Downtown District: Public Transportation and Railroad (Subdistrict D-14) and High Density Residential (Subdistrict D-5); refer to Exhibit 3-4, *Existing and Proposed Zoning*. The remainder of the site is zoned Public Utility and Transportation (PUT), Office Professional, Coastal (OP), and Medium Density Residential, Coastal (R-3). Under existing conditions, the project site could be developed with a maximum density of 43 dwelling units per acre (du/ac), or up to 430 dwelling units; the existing land use and zoning would primarily allow for commercial development and transit services, but reduced residential uses limited to smaller portions of the project site, compared to the proposed project.

This alternative would not allow for an increased mix of land uses, particularly housing supply, at the train station. This alternative would not meet the basic project objectives of increasing the available housing supply, including the provision of affordable units, accommodating a compatible mixture of uses that extends the activity of the downtown core into the planning area, or supporting public transit through transit-oriented development. As such, this alternative has been eliminated from consideration.

"OPEN SPACE / NO RESIDENTIAL USE" ALTERNATIVE

Based on public comment received during the NOP public review period, the City considered an alternative in which redevelopment focused on a grander transit plaza with more open space and bicycle connectivity (i.e., paths, lanes, and trails), in leu of on-site residential uses. Under this alternative, the project site would continue to serve transit use, but would not include residential uses on-site. This alternative does not meet the basic project objectives of increasing the available housing supply, including the provision of affordable units or accommodating a compatible mixture of uses that extends the activity of the downtown core into the planning area. As such, this alternative has been eliminated from consideration.

7.4 "NO PROJECT" ALTERNATIVE

In accordance with the *CEQA Guidelines*, "the no project analysis shall discuss the existing condition, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."[6] The *CEQA Guidelines* continue to state that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained."[7]

[6] *CEQA Guidelines Section 15126.6(e)(2).*
[7] *CEQA Guidelines Section 15126.6(e)(3)(B).*

According to *CEQA Guidelines* Section 15126.6(e), the specific alternative of "no project" shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The "no project" analysis is required to discuss the existing conditions at the time the Notice of Preparation was published (on January 13, 2023) as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

The "No Project" Alternative assumes the circumstance under which the proposed project does not proceed, and the project site's current built condition under the existing General Plan land use designations and zoning remain as is. The "No Project" Alternative is a 'no build' alternative wherein the existing environmental setting is maintained. Specifically, the site would continue to operate as the NCTD transit center, consisting of train terminals, bus terminals, NCTD satellite offices, and surface parking lots. The existing structures on-site would remain, and no new development would occur.

Unlike the proposed project, the "No Project" Alternative would not require a General Plan Amendment, Zone Amendment, Specific Plan, Local Coastal Plan Amendment, Coastal Development Permit, or Vesting Tentative Tract Map.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Relevant Planning

As stated in Section 3.0, *Project Description*, the proposed project would require a number of discretionary approvals, including a Zone Amendment, General Plan Amendment, and Local Coastal Program Amendment. Under the "No Project" Alternative, no development would occur and the project site would maintain its existing land use designations and zoning and thus, would be consistent with the General Plan, Local Coastal Program, and Municipal Code. However, in comparison to the proposed project, this alternative would not be able to achieve several General Plan policies compared to the proposed project. Specifically, given that no changes would occur to the existing transit station, this alternative would not be able to assure both the present and future social, economic, and physical enhancement of the community (General Plan Land Use Element Policy 1.1C), nor would it encourage land uses that contribute to the proper balance of land uses within the community or provide a significant benefit to the community (General Plan Land Use Element Policies 1.11B). Additionally, given that none of the proposed multimodal improvements, open space and recreational spaces, right-of-way enhancements, and transit rider and commuter amenities would be implemented, this alternative would not achieve several long range goals from the General Plan Circulation Element related to creating a multimodal transportation system that meets current and future demands, provides efficient and safe movement of people and goods, encourages alternative modes of transportation, integrates well with the regional transportation system, preserves community values, incorporates complete streets, and promotes intra- and inter-city travel (General Plan Circulation Element Long Range Policy Direction Goals 1 through 5, Policy 2.4 and 2.5).

In contrast, the proposed project would construct a 547-unit, mixed-use multi-family community (including market rate and affordable units) with a hotel, NCTD Headquarters building and transit improvements, commercial/ retail and food and beverage services, outdoor open space, parking facilities, and associated amenities, in accordance with the proposed Oceanside Transit Center Specific Plan. The Specific Plan would include development standards and design guidelines that support the

mixture of uses and density of residential living that are critical to achieving the vision of a model transit-oriented development that extends the activity of downtown and promotes ongoing revitalization of the coastal area. Additionally, as analyzed in Section 5.1, the proposed project would be consistent with relevant goals, policies, and/or standards from the General Plan, Municipal Code, California Coastal Act, Local Coastal Program, *Coast Highway Vision and Strategic Plan*, *Oceanside Climate Action Plan*, and the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Sothern California Association of Governments – Connect SoCal* (2020-2045 RTP/SCS). Overall, this alternative would be neither environmentally superior nor inferior to the proposed project in this regard.

Aesthetics/Light and Glare

The "No Project" Alternative would not result in any new development compared to the proposed project. Therefore, existing development would remain and no aesthetic impacts related to new construction or operational activities would occur under this alternative.

In comparison, development under the proposed project would construct a mixed-use transit-oriented community with office, retail, hotel, transit, community facilities, and multi-family residential uses, with a maximum building height of 90 feet. The proposed Specific Plan includes development standards and design guidelines that would facilitate development that ensures visual compatibility with the character of the surrounding area. Specific Plan Chapter 6.3, *Development Standards*, establishes the development standards and regulations for the planned development on-site. Specific Plan Table 6.1, *Building Envelope Standards*, through Table 6.3, *Parking & Loading Standards*, provide development standards related to floor area ratio, residential density, height, setbacks, building encroachment, as well as open space, landscaping, and parking and loading space requirements. Specific Plan Chapter 6.4, *General Design Guidelines*, includes guidelines for site planning, building design, landscape design, signage and lighting, sustainability, street-level activation, and structured parking. Further, the proposed development would not obstruct existing scenic views of the City's coastal areas from public viewpoints, including views of the Pacific Ocean and Oceanside Pier. Thus, while the "No Project" Alternative would not result in any new aesthetic impacts, the proposed development would enhance the aesthetics of the site and complement the surrounding area. This alternative would be neither environmentally superior nor inferior to the proposed project in this regard.

Biological Resources

No development would occur under this alternative and therefore, no impacts would occur to biological resources in the project area. While no sensitive plants or wildlife species, sensitive habitats, or jurisdictional resources have been identified on-site, proposed project construction activities could impact nesting birds and generate fugitive dust that could affect wildlife. Therefore, the "No Project" Alternative would be environmentally superior compared to the proposed project.

Tribal and Cultural Resources

The "No Project" Alternative would not result in any new development compared to the proposed project. Thus, the potential to impact previously undiscovered cultural or tribal cultural resources during construction activities would not occur. As such, this alternative would be environmentally superior to the proposed project in this regard.

Geology and Soils

The "No Project" Alternative would not result in any new development. Thus, this alternative would not introduce structures or people to existing geologic and seismic hazards on-site. However, it is acknowledged that the existing structures on-site would still be subject to such seismic hazards. The "No Project" Alternative would not result in any construction activities that could impact previously undiscovered paleontological resources. As such, this alternative would be environmentally superior to the proposed project.

Hydrology and Water Quality

Compared to the proposed project, the "No Project" Alternative would not result in any new development. Thus, no new construction or operational activities would impact existing hydrologic and water quality conditions in the project area. The increase in residential and nonresidential density under the proposed project would indirectly result in increased water pollutants compared to the "No Project" Alternative. However, the project site has deficient municipal storm drain discharge facilities to receive drainage for the southern two-thirds of the site, and this alternative would not include the proposed project's new storm drain network, underground detention basins, or best management practices (BMPs) related to hydrology and water quality that would reduce stormwater runoff and improve water quality treatment on-site. As detailed in Table 5.6-1b, *Existing and Proposed Hydrology*, the proposed storm drain design results in a slight decrease in stormwater runoff, when compared to the existing condition, during the 25- and 100-year storm events. The project would also implement site design, source control, and low impact development BMPs that would not occur under the "No Project" Alternative. Last, no storm drain improvements along Cleveland Street would be implemented under the "No Project" Alternative. As such, localized flooding conditions along Cleveland Street would remain under the "No Project" Alternative. Overall, this alternative would be neither environmentally superior nor inferior to the proposed project.

Hazards and Hazardous Materials

No new development would occur under the "No Project" Alternative compared to the proposed project. Thus, the potential to expose workers and the public to hazards and hazardous materials, such as soil contamination, asbestos containing materials (ACMs) and lead based paints (LBPs), during demolition and construction activities would not occur. As such, no mitigation would be required to reduce such impacts. In addition, given that no development would occur, the "No Project" Alternative would not result in the increase in handling of hazardous materials, potential for accidental conditions, or an increase in the transport of hazardous materials. As such, this alternative would be environmentally superior to the proposed project.

Transportation

No new development would occur under the "No Project" Alternative compared to the proposed project. Thus, no transportation impacts related to a potential conflict with a program plan, ordinance or policy addressing the circulation system, VMT, hazard due to a geometric design feature or incompatible use, or inadequate emergency access would occur. In comparison, the proposed project and its mixed-use components are consistent with multiple VMT screening criteria, supports alternative modes of transportation, and reduces auto dependency by strengthening pedestrian, transit, and bicycle connectivity. Various mobility hub improvements are proposed to accommodate transit

users, pedestrians, and bicyclists, including enhanced transit waiting areas and passenger loading, pedestrian walkways and crossings, bikeways, bicycle parking and bike share facilities, dedicated transit ways, flexible curb space, and wayfinding signage. Therefore, while the "No Project" Alternative would result in no new transportation impacts, it would not develop a mixed-use transit-oriented community. Overall, this alternative would be environmentally inferior to the proposed project.

Air Quality

Under the "No Project" Alternative, no new development would occur and the project site would maintain its existing General Plan designations and zoning. Thus, no short-term construction or additional long-term operational air quality emissions would be generated. This alternative would be environmentally superior to the proposed project.

Greenhouse Gas Emissions

Given that no new development would occur on-site, no construction or additional operational GHG emissions would be generated and this alternative would be environmentally superior to the proposed project.

Energy

No new development would occur under the "No Project" Alternative compared to the proposed project. Thus, no new impacts would occur from additional energy usage related to electricity and natural gas consumption. The "No Project" Alternative would be environmentally superior to the proposed project.

Noise

As discussed, the "No Project" Alternative would result in no new development within the project area. Thus, no new construction or operational noise or vibration impacts would occur beyond existing noise conditions of the current NCTD transit center. Since the "No Project" Alternative would not result in additional noise impacts, the "No Project" Alternative would be environmentally superior to the proposed project in this regard.

Population and Housing

As discussed, no new development would occur under the "No Project" Alternative. Thus, no new residents or housing would be introduced into the project area and no population increase or housing impacts would occur. In comparison, the proposed project would introduce up to 1,466 additional residents and 547 market rate and affordable housing units. Therefore, the "No Project" Alternative would be environmentally superior to the proposed project.

However, it is acknowledged that the project would focus housing development in a smart growth opportunity area, particularly a transit-oriented site and major commercial corridor, and would "upzone" the site in coordination with the General Plan update. This would provide market and affordable housing in the City to help meet the Statewide housing demand and the City's Regional Housing Needs Assessment (RHNA) allocations as detailed in the *City of Oceanside General Plan 2021-2029 Housing Element*.

Public Services and Recreation

No new development would occur under this alternative compared to the proposed project. Thus, this alternative would not increase demands for public services or recreation compared to existing conditions. However, the "No Project" Alternative would not develop 1.88 acres of open space, improving the City's existing parkland acreage deficiency, or pay development impact and park fees that would enhance facilities such as, but not limited to, parks, public facilities, and schools. As such, the "No Project" Alternative would be environmentally inferior to the proposed project.

Utilities and Service Systems

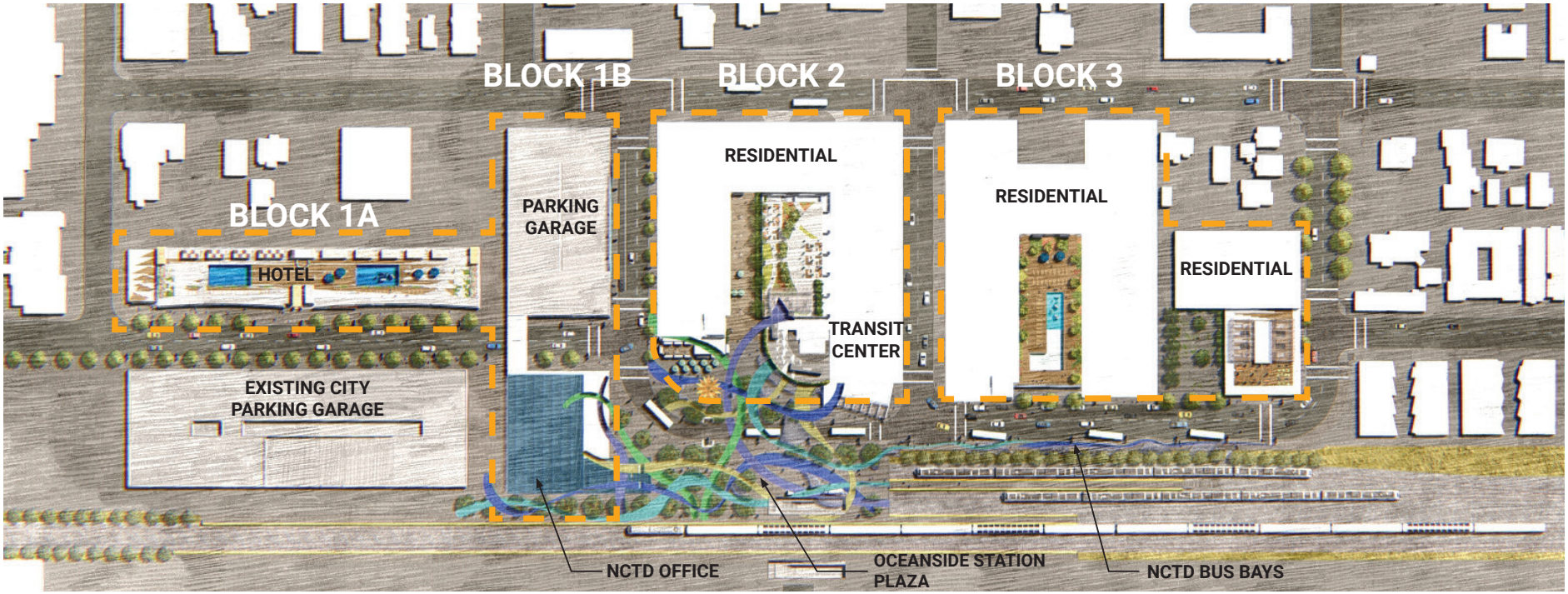
No new development would occur under this alternative compared to the proposed project. Thus, this alternative would not increase water demands, wastewater generation, solid waste generation, and dry utility demands compared to existing conditions. However, the "No Project" Alternative would not construct a new on-site storm drain network, underground detention basins, or stormwater BMPs at the project site. Overall, the "No Project" Alternative would be neither environmentally superior nor inferior to the proposed project.

ABILITY TO MEET PROJECT OBJECTIVES

The "No Project" Alternative would not achieve any of the project's basic objectives. Specifically, given that no new development would occur under this alternative, the "No Project" Alternative would not promote economic development of the coastal zone; support public transit through transit-oriented development that integrates updated transit facilities and other mobility improvements; improve connectivity between downtown and the residential neighborhoods to the south of the site; introducing new housing, including affordable housing, within Oceanside; provide new infrastructure and public services; increase off-site storm drain capacity to reduce flooding; ensure compatibility and improve the character of the surrounding community; achieve a high standard of design through application of development standards and design guidelines that support mixed-use development typologies and promote effective placemaking; or accommodate a phased and flexible development of the project.

7.5 "REDUCED DENSITY" ALTERNATIVE

The "Reduced Density" Alternative aims to develop the project site in a way that prioritizes commercial/retail intensity and provides fewer residential units (including fewer affordable units), less commercial square footage associated with the NCTD office space, and fewer hotel rooms. As shown on Exhibit 7-1, *"Reduced Density" Alternative*, this alternative would result in a similar pattern of land uses as the proposed project. However, on-site residential uses would be constructed in three smaller buildings, instead of the project's two larger buildings. Further, the bus terminals would be situated along the western portion of the project site. Table 7-1, *Proposed Project and "Reduced Density" Alternative Comparison*, provides a general comparison of the proposed project to the "Reduced Density" Alternative. As detailed in Table 7-1, this alternative would develop 27 fewer dwelling units (a total of 520 units) than the proposed project (547 units). Of these, this alternative would only supply 52 affordable units (30 fewer affordable units, compared to the project's 82 affordable units). It should be noted that as fewer dwelling units would be provided, less overall open space area would be provided due to fewer private outdoor spaces. Further, the division of residential buildings on Block 4 would reduce the outdoor roof amenity area.



Source: Toll Brothers Developer Team

Michael Baker INTERNATIONAL

NOT TO SCALE

08/2023 • JN 190739

OCEANSIDE TRANSIT CENTER REDEVELOPMENT
ENVIRONMENTAL IMPACT REPORT

"Reduced Density" Alternative

Exhibit 7-1

Similar to the proposed project, the "Reduced Density" Alternative would require a General Plan Amendment, Zone Amendment, Specific Plan, Local Coastal Plan Amendment, Coastal Development Permit, and Vesting Tentative Tract Map.

Table 7-1
Proposed Project and "Reduced Density" Alternative Comparison

	Proposed Project	"Reduced Density" Alternative
Dwelling Units	547 units	520 units
Affordable Housing	15 percent (82 units)	10 percent (52 units)
Hotel Use	170 rooms	141 rooms
NCTD Headquarters	64,085 gross square feet	50,000 gross square feet
Intermodal Transportation Center	7,427 square feet	4,000 square feet
Commercial/Retail Services	29,196 square feet	30,625 square feet
Parking Spaces	Up to 1,868	Up to 1,800 spaces

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Relevant Planning

Similar to the proposed project, the "Reduced Density" Alternative would require the same discretionary approvals, including a General Plan Amendment, Zone Amendment, Specific Plan, Local Coastal Plan Amendment, Coastal Development Permit, and Vesting Tentative Tract Map. While the overall density of the proposed development would be reduced under this alternative, land use impacts would be similar to the proposed project. Therefore, this alternative would be neither environmentally superior nor inferior to the proposed project in this regard.

Aesthetics/Light and Glare

This alternative would reduce overall density of the proposed development. Specifically, this alternative would provide 27 fewer dwelling units in three smaller residential buildings (compared to two larger buildings), a hotel with 29 fewer rooms, and a NCTD Headquarters building approximately 14,085 square feet smaller than the proposed project. Development under this alternative would similarly comply with the proposed development standards and design guidelines of the Oceanside Transit Center Specific Plan. Therefore, while development intensity would be reduced, the aesthetic character of the development would remain similar. Additionally, light and glare impacts under this alternative would be similar to the project. Overall, the "Reduced Density" Alternative would be neither environmentally superior nor inferior to the proposed project.

Biological Resources

While this alternative would reduce the development density compared the proposed project, the project footprint disturbance would remain the same. Thus, potential construction-related impacts to biological resources on-site, including nesting and migratory birds, would be the same as the proposed project. As such, similar to the proposed project, potential biological resources impacts as a result of this alternative would be reduced to less than significant levels with implementation of mitigation measures. The "Reduced Density" Alternative would be neither environmentally superior nor inferior to the proposed project.

Tribal and Cultural Resources

This alternative would have the same potential to encounter unknown archaeological resources and tribal cultural resources during ground-disturbing activities as the proposed project. Similar to the proposed project, implementation of mitigation would ensure impacts in this regard are reduced to less than significant levels. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Geology and Soils

As analyzed in Section 5.5, *Geology and Soils*, project compliance with existing regulatory requirements related to geology and seismic hazards would reduce potential hazards in this regard to less than significant levels. Development under this alternative would result in similar less than significant geology and soils impacts regardless of overall proposed density. In addition, given the same development footprint under the proposed project and the "Reduced Density" Alternative, there is a similar potential for unknown paleontological resources to be located within the project area. Implementation of mitigation measures would ensure that impacts related to paleontological resources would be reduced to less than significant levels, similar to the proposed project. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Hydrology and Water Quality

Similar to the proposed project, construction activities under the "Reduced Density" Alternative could result in short-term water quality impacts associated with the handling, storage, and disposal of construction materials, maintenance and operation of construction equipment, and earthmoving activities. This alternative would similarly be subject to the National Pollutant Discharge Elimination System (NPDES) permit requirements and would be required to obtain and Construction General Permit and implement a Stormwater Pollution Prevention Plan (SWPPP).

Given the reduced density, this alternative would proportionally reduce open space areas, including landscaping (i.e., impervious areas) but would also result in proportionally reduced water pollutants. Nevertheless, a Water Quality Management Plan would similarly be required, which would require implementation of a variety of BMPs associated with water quality and stormwater treatment. Additionally, this alternative would similarly construct a new storm drain network, underground detention basins, and BMPs related to hydrology and water quality to reduce stormwater runoff and improve water quality treatment on-site. Last, this alternative would result in similar storm drain improvements, south of the project site, in order to alleviate existing localized flooding conditions. Therefore, hydrology and water quality impacts of this alternative would be similar to the proposed project and result in less than significant impacts. Overall, this alternative would be neither environmentally superior nor inferior to the proposed project.

Hazards and Hazardous Materials

Similar to the proposed project, this alternative would involve demolishing the on-site structures and buildings. Existing structures on the project site appear to have been constructed in the 1980s and thus, demolition could result in the release of asbestos-containing materials (ACMs), lead-based paint (LBP), and polychlorinated biphenyls (PCBs). As such, this alternative could also potentially expose workers and the public to hazards and hazardous materials during demolition and construction

activities. Additionally, this alternative would also develop a subterranean parking garage with potential vapor intrusion. However, impacts would similarly be reduced to less than significant levels with implementation of mitigation. Construction activities under both development scenarios would also temporarily impact surrounding roadways and may require temporary lane closures. However, similar to the project, this alternative would not interfere with emergency access in the site vicinity upon implementation of a Construction Management Plan (Mitigation Measure TRA-1). Overall, this alternative would be neither environmentally superior nor inferior to the proposed project with regards to hazards and hazardous materials.

Transportation

Compared to the proposed project, the "Reduced Density" Alternative would reduce residential and nonresidential development on-site, which would reduce the ability to contribute towards a transit oriented development, compared to that of the proposed project. Nevertheless, impacts would similarly be less than significant with regards to VMT as this alternative would meet several VMT screening criteria, including being located in a transit priority area (TPA) or smart growth opportunity area (SGOA), low-VMT generating area, providing locally serving retail uses, providing locally serving hotels, and being a transit project. This alternative would also include similar right-of-way improvements to adjacent roadways to accommodate the anticipated increase in bus, automobile, bicycle, and pedestrian demands. Similar to the proposed project, all proposed improvements would comply with City and Specific Plan design standards. Construction activities under both scenarios would potentially result in temporary lane closures on adjacent roadways and would require implementation of Mitigation Measure TRA-1 to prepare and implement a Construction Management Plan. Overall, this alternative would be neither environmentally superior nor inferior to the proposed project.

Air Quality

The "Reduced Density" Alternative would introduce 27 fewer dwelling units, a smaller hotel with 29 fewer rooms, and an NCTD headquarters approximately 14,085 square feet smaller in size compared to proposed project. Thus, this alternative would proportionally reduce the project's short-term construction and long-term operational air quality emissions. This alternative would be environmentally superior to the proposed project.

Greenhouse Gas Emissions

Compared to the proposed project, the reduced development intensity proposed under the "Reduced Density" Alternative would proportionally reduce the project's GHG emissions during construction and operational phases. As such, this alternative would be environmentally superior to the proposed project.

Energy

Compared to the proposed project, impacts from energy usage related to electricity and natural gas consumption during construction and operations would proportionally decrease, given the reduced development intensity, compared to the proposed project. Thus, this alternative would be environmentally superior to the proposed project.

Noise

Due to the reduced development intensity of the "Reduced Density" Alternative, construction-related noise impacts would proportionally decrease compared to the proposed project. Additionally, operational noise impacts from fewer stationary and mobile noise sources under this alternative would be reduced compared to the proposed project. This alternative would be environmentally superior to the proposed project.

Population and Housing

The "Reduced Density" Alternative would construct 27 fewer dwelling units. Based on the City's average household size of 2.68, this alternative would introduce approximately 73 fewer residents than the proposed project and, as such, would result in reduced impacts to population growth. Overall, this alternative would be environmentally superior to the proposed project.

However, it is acknowledged that this alternative would provide 30 fewer affordable units (52 affordable units compared to the project's 82 affordable units) and thus, contribute less towards meeting the Statewide housing demand and City's RHNA allocation compared to the proposed project.

Public Services and Recreation

The "Reduced Density" Alternative would provide 27 fewer units and introduce 73 fewer residents compared to the proposed project. Therefore, this alternative would result in a proportional reduction in demand for fire, police, school, library, and parks and recreation services. It is acknowledged that this alternative would provide fewer recreational amenities (e.g., open space, private outdoor spaces, rooftop amenities) than the proposed project. However, overall impacts related to public services and recreation would be reduced under this alternative. This alternative would be environmentally superior to the proposed project.

Utilities and Service Systems

Given the reduction in development intensity, this alternative would generate proportionally less wastewater, water demand, solid waste, and electricity and gas demands. Thus, this alternative would be environmentally superior to the proposed project.

ABILITY TO MEET PROJECT OBJECTIVES

The "Reduced Density" Alternative would achieve all of the project's basic objectives, however, not to the extent as the proposed project for some objectives. Specifically, this alternative would promote economic development and enhance livability and walkability by introducing a compatible mixture of uses in the coastal zone, but to a lesser extent than the proposed project given the reduction in development intensity. Similarly, this alternative would introduce fewer dwelling units than the proposed project and thus, would improve the connectivity and strengthen linkages between downtown and the residential neighborhood to the south to a lesser extent than the proposed project. Additionally, of the 520 units, this alternative would only supply 52 affordable units (30 fewer affordable units, compared to the project's 82 affordable units). Thus, this alternative would meet this project objective but to a lesser extent than the proposed project.

Similar to the proposed project, this alternative would introduce a transit-oriented development and support public transit at the NCTD. Proposed transit improvements under this alternative would update transit facilities and mobility improvements to encourage ridership and enhance user experience. Additionally, the "Reduced Density" Alternative would provide similar infrastructure and public service improvements to support the transit-oriented development, comply with development standards and design guidelines associated with the Oceanside Transit Center Specific Plan, and accommodate phased development of the site with flexibility to allow minor modifications in the program and design. Last, this alternative would increase off-site storm drain capacity to serve the project site and immediately downstream area along Cleveland Street (to Wisconsin Avenue) in order to reduce localized flooding conditions in the public right-of-way.

7.6 "INCREASED DENSITY" ALTERNATIVE

The "Increased Density" Alternative aims to develop the project site in a way that prioritizes transit ridership and reducing VMT by increasing the residential units on-site. This alternative would include one additional floor in each residential building, increasing the residential units an additional 116 units, compared to the proposed project, for a total of 663 dwelling units. Building R1 on Block 3 would include 53 additional residential units, for a total of 303 units, and Building R2 on Block 4 would include 63 additional residential units, for a total of 360 units. This alternative would proportionately increase the rate of affordable units provided; similar to the proposed project, 15 percent of units would be affordable for a total of 100 affordable units (an increase of 18 affordable units compared to the proposed project). Table 7-2, *Proposed Project and "Increased Density" Alternative Comparison*, provides a general comparison of the proposed project to the "Increased Density" Alternative. It should be noted that outdoor roof amenity areas under the proposed project would be elevated to the sixth floor under this alternative and would maintain the same layout and square footages as the proposed project.

Similar to the proposed project, the "Increased Density" Alternative would require a General Plan Amendment, Zone Amendment, Specific Plan, Local Coastal Plan Amendment, Coastal Development Permit, and Vesting Tentative Tract Map.

Table 7-2
Proposed Project and "Increased Density" Alternative Comparison

	Proposed Project	"Increased Density" Alternative
Dwelling Units	547 units	633 units
Affordable Housing	15 percent (82 units)	15 percent (100 units)
Hotel Use	170 rooms	170 rooms
NCTD Headquarters	64,085 gross square feet	64,085 gross square feet
Intermodal Transportation Center	7,324 square feet	7,324 square feet
Commercial/Retail Services	29,196 square feet	29,196 square feet
Parking Spaces	1,868	1,928

IMPACT COMPARISON TO THE PROPOSED PROJECT

Land Use and Relevant Planning

Under the "Increased Density" Alternative, the project would require the same discretionary approvals and adhere to the Oceanside Transit Center Specific Plan development standards and design guidelines. While the overall density of the proposed development would increase under this alternative, land use impacts would be similar to the proposed project. Therefore, this alternative would be neither environmentally superior nor inferior to the proposed project in this regard.

Aesthetics/Light and Glare

To accommodate the increased density on-site, this alternative would include one additional floor in each residential building, increasing the residential units an additional 116 units, compared to the proposed project, for a total of 663 dwelling units. Building R1 on Block 3 would include 53 additional residential units (303 total units) and Building R2 on Block 4 would include 63 additional residential units (360 total units). Additionally, the outdoor roof amenity areas under the proposed project would be elevated to the sixth floor under this alternative and would maintain the same layout and square footages as the proposed project. As such, this alternative would result in slightly higher residential buildings with the remainder of the structures (i.e., NCTD office building, parking garage, and hotel) the same. The Specific Plan would have to be modified to account for increased residential building heights. Given the increase in height and size of the residential buildings, the "Increased Density" Alternative would result in greater aesthetic impacts. Additionally, the additional dwelling units would result in more light sources from additional vehicular trips and stationary light sources. Overall, the "Increased Density" Alternative would be environmentally inferior to the proposed project.

Biological Resources

While this alternative would increase density on-site, the development footprint would remain the same as under the proposed project. Therefore, the potential to impact biological resources on-site during construction activities would be similar and, similar to the proposed project, impacts would be reduced to less than significant levels with implementation of recommended mitigation. This alternative would be neither environmentally superior nor inferior to the proposed project.

Tribal and Cultural Resources

Given the same development footprint, this alternative would have the same potential to encounter unknown archaeological resources and tribal cultural resources during ground-disturbing activities as the proposed project. Similar to the proposed project, implementation of mitigation would ensure impacts in this regard are reduced to less than significant levels. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Geology and Soils

Development under this alternative would result in similar less than significant geology and soils impacts regardless of overall proposed density. In addition, given the same development footprint under the proposed project and the "Increased Density" Alternative, there is a similar potential for unknown paleontological resources to be located within the project area. Implementation of mitigation measures would ensure that impacts related to paleontological resources would be reduced

to less than significant levels, similar to the proposed project. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Hydrology and Water Quality

Construction activities under the "Increased Density" Alternative could result in short-term water quality impacts associated with the handling, storage, and disposal of construction materials, maintenance and operation of construction equipment, and earthmoving activities. This alternative would similarly be subject to the National Pollutant Discharge Elimination System (NPDES) permit requirements and would be required to obtain and Construction General Permit and implement a Stormwater Pollution Prevention Plan (SWPPP).

While the project would result in increased density, this alternative would also proportionally increase open space areas, including landscaping (i.e., impervious areas) to meet open space requirements detailed in the Oceanside Transit Center Specific Plan. A Water Quality Management Plan would also be required, which would require implementation of a variety of BMPs associated with water quality and stormwater treatment to accommodate any additional runoff volumes or pollutants generated by the additional dwelling units. Additionally, this alternative would similarly construct a new storm drain network, underground detention basins, and BMPs related to hydrology and water quality to reduce stormwater runoff and improve water quality treatment on-site. Therefore, hydrology and water quality impacts of this alternative would be similar to the proposed project and result in less than significant impacts. Last, this alternative would result in similar storm drain improvements, south of the project site, in order to alleviate existing localized flooding conditions. Overall, this alternative would be neither environmentally superior nor inferior to the proposed project.

Hazards and Hazardous Materials

This alternative would involve demolishing the on-site structures and buildings, similar to the proposed project, which could result in the release of ACMs, LBP, and PCBs. As such, this alternative could also potentially expose workers and the public to hazards and hazardous materials during demolition and construction activities. Additionally, this alternative would also develop a subterranean parking garage with potential vapor intrusion. However, impacts would similarly be reduced to less than significant levels with implementation of mitigation. Construction activities under both development scenarios, regardless of an increase in density, would also temporarily impact surrounding roadways and may require temporary lane closures. Similar to the project, this alternative would be required to implement a Construction Management Plan (Mitigation Measure TRA-1) to ensure adequate emergency access is provided during the construction duration. Overall, this alternative would be neither environmentally superior nor inferior to the proposed project with regards to hazards and hazardous materials.

Transportation

As stated, the intent of the "Increased Density" Alternative is to prioritize transit ridership and reduce VMT by increasing the residential units on-site. Thus, this alternative would enhance the transit-oriented nature of the development by creating a more residentially dense community within a transit area. It is reasonable to assume the denser development would result in a reduction in VMT. Additionally, this alternative would continue to meet the same VMT screening criteria as the proposed project, including being located in a TPA or SGOA, low-VMT generating area, providing locally

serving retail uses, providing locally serving hotels, and being a transit project. Similar right-of-way improvements to adjacent roadways would be implemented under this alternative to accommodate the anticipated increase in bus, automobile, bicycle, and pedestrian demands, which would all comply with applicable City and Specific Plan design standards. Further, construction activities, under both this alternative and the proposed project, would potentially result in temporary lane closures on adjacent roadways and would require implementation of Mitigation Measure TRA-1 to prepare and implement a Construction Management Plan. Overall, this alternative would be environmentally superior to the proposed project given the reduction in VMT.

Air Quality

The "Increased Density" Alternative would introduce an additional 116 units, compared to the proposed project, for a total of 663 dwelling units. Thus, this alternative would proportionally increase the project's short-term construction and long-term operational air quality emissions. However, the reduced VMT associated with this alternative would also proportionally reduce mobile source air emissions. Thus, this alternative would be neither environmentally superior nor inferior to the proposed project.

Greenhouse Gas Emissions

Compared to the proposed project, the increased development intensity proposed under this alternative would proportionally increase the project's GHG emissions during construction and operational phases. However, the reduced VMT associated with this alternative would also proportionally reduce mobile GHG emissions. As such, this alternative would be neither environmentally superior nor inferior to the proposed project.

Energy

Compared to the proposed project, impacts from energy usage related to electricity and natural gas consumption during construction and operations would proportionally increase given that the development intensity under the "Increased Density" Alternative would be proportionally increased, compared to the proposed project. Thus, this alternative would be environmentally inferior to the proposed project.

Noise

Due to the increased development intensity of this alternative, construction-related noise impacts would proportionally increase compared to the proposed project. Additionally, operational noise impacts from more stationary and mobile noise sources under this alternative would be increased compared to the proposed project. This alternative would be environmentally inferior to the proposed project.

Population and Housing

The "Increased Density" Alternative would construct an additional 116 units compared to the proposed project. Based on the City's average household size of 2.68, this alternative could introduce up to 311 additional residents. Therefore, this alternative would increase impacts to population and housing growth but would still be within SANDAG's population and dwelling unit forecasts for 2050

for Oceanside and San Diego County. Overall, this alternative would be environmentally inferior to the proposed project.

However, it is acknowledged that this alternative would construct more housing units, including affordable units and thus, contribute more towards meeting the Statewide housing demand and City's RHNA allocation compared to the proposed project.

Public Services and Recreation

The "Increased Density" Alternative would provide 116 additional units and introduce 311 additional residents compared to the proposed project. Therefore, this alternative would result in a proportional increase in demand for fire, police, school, library, and parks and recreation services. It is acknowledged that this alternative would provide more recreational amenities than the proposed project to accommodate the added residents and dwelling units. Overall impacts related to public services and recreation would be increased under this alternative. This alternative would be environmentally inferior to the proposed project.

Utilities and Service Systems

Given the increase in density, this alternative would demand proportionally more water, electricity, and natural gas services, and generate more wastewater and solid waste. This alternative would be environmentally inferior to the proposed project.

ABILITY TO MEET PROJECT OBJECTIVES

The "Increased Density" Alternative would achieve all of the project's basic objectives. This alternative would promote economic development and enhance the livability and walkability of the project area with the increase in residential density. Transit facility and mobility improvements would be similar to the proposed project under the "Increased Density" Alternative with the goal to increase ridership and enhance user experience. Additionally, the increase in residential development on-site would improve connectivity and strengthen linkages between the downtown and residential neighborhoods to the south, and proportionately increase the number of affordable units provided. Similar to the proposed project, residential amenities, including open space and recreational amenities would be provided. Further, this alternative would either provide or pay development impact fees to ensure adequate infrastructure and public services are available to support the proposed development. This alternative would also introduce the same land uses as the proposed project and develop residential and nonresidential uses on-site based on the Oceanside Transit Center Specific Plan development standards and design guidelines. This alternative would accommodate phased development with flexibility in the plan to allow for minor modifications in program and design. Last, similar to the project, this alternative would increase off-site storm drain capacity to serve the project site and immediately downstream area along Cleveland Street (to Wisconsin Avenue) in order to reduce localized flooding conditions in the public right-of-way.

7.7 "ENVIRONMENTALLY SUPERIOR" ALTERNATIVE

Table 7-3, *Comparison of Alternatives*, summarizes the comparative analysis presented above (i.e., the alternatives compared to the proposed project). Review of Table 7-3 indicates the "No Project" Alternative is the environmentally superior alternative, as it would avoid or lessen most of the project's environmental impacts. According to *CEQA Guidelines* Section 15126.6(e), "if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Accordingly, the "Reduced Density" Alternative is considered the environmentally superior alternative to the proposed project.

Table 7-3
Comparison of Alternatives

Sections	"No Project" Alternative	"Reduced Density" Alternative	"Increased Density" Alternative
Land Use and Relevant Planning	=	=	=
Aesthetics/Light and Glare	=	=	▲
Biological Resources	▼	=	=
Tribal and Cultural Resources	▼	=	=
Geology and Soils	▼	=	=
Hydrology and Water Quality	=	=	=
Hazards and Hazardous Materials	▼	=	=
Transportation	▲	=	▼
Air Quality	▼	▼	=
Greenhouse Gas Emissions	▼	▼	=
Energy	▼	▼	▲
Noise	▼	▼	▲
Population and Housing	▼	▼	▲
Public Services and Recreation	=	▼	▲
Utilities and Service Systems	▼	▼	▲

▲ Indicates an impact that is greater than the proposed project (environmentally inferior).
▼ Indicates an impact that is less than the proposed project (environmentally superior).
= Indicates an impact that is equal to the proposed project (neither environmentally superior nor inferior).

It is acknowledged that the "No Project" Alternative would not meet any of the project's basic objectives. This alternative would not promote economic development in the coastal zone; support public transit through transit-oriented development; improve connectivity and linkages between downtown and residential neighborhoods; increase available housing supply; provide new infrastructure and public services; increase off-site storm drain capacity to reduce flooding; provide compatible and improved community character; establish development standards and design guidelines that support mixed-use development; or accommodate phased development of the site.

The "Reduced Density" Alternative is considered environmentally superior to the proposed project. The "Reduced Density" Alternative would result in reduced environmental impacts regarding air quality; greenhouse gas emissions; energy; noise; population and housing; public services and recreation; and utilities and service systems; refer to Table 7-3. The remaining environmental topical areas, including land use and relevant planning, aesthetics/light and glare, biological resources, tribal and cultural resources, geology and soils, hydrology and water quality, hazards and hazardous

materials; and transportation, would have similar impacts as the proposed project. This alternative would achieve all of the project's basic objectives, however, not to the extent as the proposed project for some objectives. Specifically, this alternative would promote economic development and enhance livability and walkability by introducing a compatible mixture of uses in the coastal zone, but to a lesser extent than the proposed project given the reduction in development intensity. Additionally, given the reduction in dwelling units, this alternative would improve the connectivity and strengthen linkages between downtown and the residential neighborhood to the south to a lesser extent than the proposed project. Further, since this alternative would only supply 52 affordable units (30 fewer affordable units compared to the project's 82 affordable units, it would meet the project objective of increasing the City's housing supply (and affordable housing supply) to a lesser extent than the proposed project. Last, similar to the proposed project, this alternative would increase off-site storm drain capacity to serve the project site and immediately downstream area along Cleveland Street (to Wisconsin Avenue) in order to reduce localized flooding conditions in the public right-of-way.

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8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA provides that an EIR shall focus on the significant effects on the environment and discuss potential environmental effects with emphasis in proportion to their severity and probability of occurrence. The City of Oceanside (City) prepared the *Oceanside Transit Center Redevelopment Initial Study* (Initial Study; dated January 2023) to analyze the proposed project's effect on specific environmental topic areas, included as part of the Environmental Checklist form presented in *CEQA Guidelines* Appendix G; refer to Appendix 11.1, *Notice of Preparation/Initial Study*. The Initial Study concluded that certain impacts were identified as "less than significant" or "no impact" due to the inability of a project of this scope to yield such impacts or the absence of project characteristics producing effects of this type. These effects are not required to be included in the EIR's primary environmental analysis sections (Section 5.1, *Aesthetics/Light and Glare*, through 5.15, *Utilities and Service Systems*). In accordance with *CEQA Guidelines* Section 15128, the following discussion includes a brief description of potential impacts found to be less than significant in the Initial Study. The lettered analyses under each topic area directly correspond to their order in *CEQA Guidelines* Appendix G.

AESTHETICS. ***Except as provided in Public Resources Code Section 21099, would the project:***

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

No Impact. Based on the California Department of Transportation's (Caltrans) California Scenic Highway Mapping System, there are no officially designated, or eligible, State scenic highways that are located within or adjacent to the project site.[1] However, Interstate 5 (I-5) is part of the California Scenic Highway System and is eligible for designation as an Official Scenic Highway. I-5 is located 0.5 mile east of the project site. Given the proximity of I-5 to the project site, and intervening structures, vegetation, and topography, no readily available public view are afforded of the project site from I-5. As such, no impacts are anticipated in this regard.

AGRICULTURE AND FORESTRY RESOURCES. ***In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:***

[1] Caltrans, *California State Scenic Highway System Map*, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed October 10, 2022.

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?

No Impact. Per the California Department of Conservation, the project area is situated within urban and built-up land.[2] The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Thus, no impacts would result in this regard.

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

No Impact. The project site is divided into several zones, including the Downtown District: Public Transportation and Railroad (Subdistrict D-14), High Density Residential (Subdistrict D-5), Public Utility and Transportation (PUT), Office Professional, Coastal (OP), and Medium Density Residential, Coastal (R-3). The project site is not zoned for agricultural use nor covered under an existing Williamson Act contract. [3,4] Thus, no impacts would occur in this regard.

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))?

No Impact. As stated above in Agriculture and Forestry Resources (b), the project site and surrounding area is not zoned for any forest land, timberland, or timberland production. Project implementation would not affect any existing lands zoned for forest land, timberland, or timberland production. Therefore, no impacts would occur.

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

No Impact. Refer to response to Agriculture and Forestry Resources (c). No impact would occur.

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?

No Impact. Refer to responses to Agriculture and Forestry Resources (a) through (d). No agricultural resources or forest land exists within or adjacent to the project site. Therefore, future buildout of the project would not result in the conversion of farmland to non-agricultural use or forest land to non-forest use. No impacts would occur in this regard.

AIR QUALITY. ***Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:***

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

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[2] California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed September 28, 2022.

[3] California Department of Conservation Division of Land Resource Protection, *The Williamson Act Status Report 2020-21*, May 2022.

[4] California Department of Conservation Division of Land Resource Protection, *State of California Williamson Act Contract Land Map*, 2016.

Less Than Significant Impact. Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding facilities. The proposed project involves development of a mixed commercial, office, residential, transit, and hotel development and would not include any uses identified by the San Diego Air Pollution Control District (SDAPCD) as being associated with strong odors.

Construction activities associated with the proposed project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by requiring equipment to be shut off when not in use or limiting idling time to no more than five minutes. Compliance with these existing regulations would further reduce the detectable odors from heavy-duty equipment exhaust. The project would also be required to comply with the SDAPCD Rule 67.0 – Architectural Coating, which would minimize odor impacts from volatile organic compounds (VOCs) emissions during architectural coating applications. Any odor impacts to existing adjacent land uses would be short-term and negligible. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant in this regard.

BIOLOGICAL RESOURCES. *Would the project:*

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?

No Impact. Riparian habitats occur along the banks of rivers and streams. Sensitive natural communities are considered to be rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors. The project site is located in a highly developed area of the City. There are also no banks of rivers or streams identified within or near the project site. As such, no riparian or other sensitive natural communities occur within the project site. No impacts would result in this regard.

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?

No Impact. Wetlands are defined under the Federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. The project site is predominately paved and developed with the existing NCTD transit center and associated ancillary structures. No wetlands are present on-site. As such, no impact would result in this regard.

GEOLOGY AND SOILS. *Would the project:*

a)(1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The Alquist-Priolo Earthquake Fault Zoning Act (Act) (Public Resources Code 2621-2624, Division 2 Chapter 7.5) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Act requires the State Geologist to establish regulatory zones, known as "Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. Local agencies must regulate most development projects within these zones. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50-foot setbacks are required).

The project area is not situated in the immediate vicinity of a known active or potentially active fault.[5] The nearest active fault is the Oceanside section of the Newport-Inglewood-Rose Canyon fault zone, located greater than three miles to the southwest.[6] Therefore, the potential for surface rupture is considered low. As such, the project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. No impact would occur in this regard.

a)(3) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

No Impact. The potential for seismic-related ground failure is associated with the probability of severe ground shaking because of a nearby active fault. Liquefaction is the phenomenon that occurs when saturated granular soils develop high pore water pressures during seismic shaking and behave like a heavy fluid. This phenomenon generally occurs in areas of high seismicity where groundwater is shallow and loose granular soils or hydraulic fill soils subject to liquefaction are present. The project site is not located within liquefaction zone.[7] As such, the risk of liquefaction is considered negligible. No impact would occur.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

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[5] California Department of Conservation, *Fault Activity Map of California,* https://maps.conservation.ca.gov/cgs/fam/, accessed October 17, 2022.

[6] Ibid.

[7] City of Oceanside, Oceanside General Plan Update, *Background Report #4: Environmental Conditions,* June 2021.

No Impact. No septic tanks or alternative wastewater disposal systems are proposed for the project. The proposed development would be connected to the existing sewer system and would not involve septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur in this regard.

HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Substantial risks associated with hazardous materials are not typically associated with residential, hotel, office, or retail uses. Minor cleaning products along with the occasional use of pesticides and herbicides for landscape maintenance of the project site are generally the extent of hazardous materials that would be routinely utilized on-site. Thus, as the presence and on-site storage of these materials are common for residential or office/hospitality uses and would not be stored in substantial quantities (quantities required to be reported to a regulatory agency), impacts in this regard are less than significant.

Limited amounts of some hazardous materials could be used in the short-term construction of the project, including standard construction materials (e.g., paints and solvents), vehicle fuel, and other hazardous materials from neighborhood serving commercial uses. The routine transportation, use, and disposal of these materials would be required to adhere to State and local standards and regulations for handling, storage, and disposal of hazardous substances. With compliance with the existing State and local procedures that are intended to minimize potential health risks associated with their use, impacts associated with the handling, storage, and transport of these hazardous materials during construction would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The closest school is Saint Mary Star of the Sea Elementary School, located approximately 0.31 mile to the southeast of the project site at 1806 South Horne Street. Thus, the project would not result in the handling of hazardous waste during site disturbance activities within proximity to this existing school. No impacts would result in this regard.

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, result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The closest airport, Bob Maxwell Field Oceanside Municipal Airport, is public use airport located approximately 2.49 miles to the northeast of the project site at 480 Airport Road. The project site is located outside of the airport influence area and is not located within the vicinity of a private airstrip or any airport land use plan, or within two miles of a public airport. As such, no impacts would occur in this regard.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The project site consists of, and is surrounded by, urban/developed land, and no areas of wildland are present in the project vicinity. Additionally, the California Department of Forestry and

Fire (CAL FIRE) *Fire Hazard Severity Zone (FHSZ) Viewer*, the project site is not located in or near a State responsibility area (SRA).[8] Further, the project site is not located in or near a Very High Fire Hazard Severity Zone (VHFHSZ).[9] Therefore, project implementation would not expose people or structures to a significant risk involving wildland fires, and no impacts would occur in this regard.

HYDROLOGY AND WATER QUALITY. ***Would the project:***

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The project site is not within a Federal Emergency Management Agency (FEMA) regulated Special Flood Hazard Area (SFHA) such that flooding does not occur during the one or 0.2 percent annual chance flood event.[10] No impacts would occur in this regard.

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The project site is not located adjacent to any lakes or confined bodies of water; therefore, the potential for a seiche to affect the site is considered negligible. No impact would occur in this regard.

A tsunami is a sea wave caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project site is not located within a mapped tsunami hazard zone; therefore, damage due to tsunamis is considered low.[11] No impact would occur in this regard.

LAND USE AND RELEVANT PLANNING. ***Would the project:***

a) Physically divide an established community?

No Impact. Factors that could physically divide a community include, but are not limited to:

- Construction of major highways or roadways.
- Construction of storm channels.
- Closing bridges or roadways; and
- Construction of utility transmission lines.

The key factor with respect to this threshold is the potential to create physical barriers that change the connectivity between areas of a community to the extent that persons are separated from other areas of the community. The proposed project would not physically divide an established community. The project would involve demolishing existing structures on-site and would construct a new mixed-use transit-oriented community with office, retail, hotel, transit, community facilities, and multi-family residential uses, as well as public and private open space and associated parking and landscaping. This mixed-use development would focus housing development in smart growth opportunity areas,

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8 CAL FIRE, *FHSZ Viewer*, https://egis.fire.ca.gov/FHSZ/, accessed August 17, 2022.

9 Ibid.

10 Federal Emergency Management Agency, *Flood Insurance Rate Map #06073C0734J,* December 20, 2019.

11 California Department of Conservation's California Geologic Survey, *California Tsunami Maps and Data,* https://www.conservation.ca.gov/cgs/tsunami/maps, accessed November 4, 2022.

particularly at a transit-oriented site and along a major commercial corridor and improve on-site intermodal connectivity serving the existing on-site transit center, compared to the existing condition. Proposed development would also be a continuation of the existing mixed uses to the north and residential uses to the south of the project site. Thus, development of the proposed project would not physically divide an established community, and no impacts would occur in this regard.

MINERAL RESOURCES. *Would the project:*

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?

No Impact. The project site is located in a developed area of the city. According to the California Department of Conservation's Geologic Survey, the project site is identified as Mineral Resource Zone 3 (MRZ-3).[12] MRZ-3 is defined as areas containing mineral deposits, the significance of which cannot be evaluated from available data. Although the project site is classified as such, the project site consists of an existing transit center and associated office uses and a surface parking lot, and no mineral recovery activities currently occur at the project site, nor in the project area. Implementation of the proposed mixed-use transit-oriented community would have no impact on the potential for future mining activities in the project area. Thus, no impacts would occur in this regard.

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?

No Impact. Refer to response to Mineral Resources (a). Additionally, according to the General Plan Environmental Resource Management Element, the two major areas of mineral deposits in the city occur within the San Luis Rey River Basin and along El Camino Real, north of Oceanside Boulevard; these areas are not within the project vicinity. As such, no impact would occur in this regard.

NOISE. *Would the project:*

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, expose people residing or working in the project area to excessive noise levels?

No Impact. The closest airport, Bob Maxwell Field Oceanside Municipal Airport, is a public use airport located approximately 2.49 miles to the northeast of the project site at 480 Airport Road. The project site is located outside of the airport influence area. Additionally, there are no private airports located within two miles of the project site. As such, no impacts would occur in this regard.

POPULATION AND HOUSING. *Would the project:*

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project would not displace substantial numbers of existing people or housing and would not necessitate the construction of replacement housing elsewhere. As discussed in Section 3.0, *Project Description*, the project involves the demolition of existing structures that support transit uses,

[12] California Department of Conservation's Geologic Survey, *Update of Mineral Land Classification: Portland Cement Concrete-Grade Aggregate in the Western San Diego County Production-Consumption Region, California*, 2017.

including office buildings and parking. There are no existing permanent populations of people or housing on-site. Therefore, the proposed project would not displace a substantial number of people or housing necessitating the construction of replacement housing elsewhere. No impact would result in this regard.

WILDFIRE. ***If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:***

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to the California Department of Forestry and Fire (CAL FIRE) *Fire Hazard Severity Zone (FHSZ) Viewer*, the project site is not located in or near a State responsibility area (SRA).[13] Further, the project site is not located in or near a Very High Fire Hazard Severity Zone (VHFHSZ).[14] As such, the project site and immediate vicinity are not classified as a VHFHSZ or within a SRA, and no impact would occur in this regard.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. Refer to response to Wildfire (a).

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. Refer to response to Wildfire (a).

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. Refer to response to Wildfire (a).

[13] CAL FIRE, *FHSZ Viewer*, https://egis.fire.ca.gov/FHSZ/, accessed August 17, 2022.

[14] Ibid.

9.0 ORGANIZATIONS AND PERSONS CONSULTED

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