



11.0 Appendices

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11.1 Notice of Preparation/Initial Study

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NOTICE OF PREPARATION NOTICE OF PUBLIC SCOPING MEETING

OCEANSIDE TRANSIT CENTER REDEVELOPMENT PREPARATION OF ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING

Lead Agency: City of Oceanside

Project Applicant: Toll Brothers Apartment Living

Notice of Preparation Review Period: January 13, 2023 to February 13, 2023

Scoping Meeting: Wednesday, February 1, 2023, 6:00 p.m. to 7:00 p.m., details below.

Notice is hereby given that the City of Oceanside (City), as Lead Agency under the California Environmental Quality Act (CEQA), will prepare an Environmental Impact Report (EIR) for the Oceanside Transit Center Redevelopment (proposed project) pursuant to the California Public Resources Code, Division 13, Section 21000 et seq. (CEQA Statute), and the California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq. (CEQA Guidelines).

The purpose of this Notice of Preparation (NOP) is to (1) serve as a public notice pursuant to CEQA Guidelines Section 15082 that an EIR will be prepared; (2) advise and solicit comments and suggestions regarding the scope and content of the EIR to be prepared; and (3) provide notice of the public scoping meeting. The City is seeking your input regarding the scope and content of the EIR, including input on potentially significant environmental effects, mitigation measures, or project alternatives that should be explored in the EIR. If you represent a public agency, the City seeks input as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project.

Due to time limits mandated by state law, public agencies, members of the public, or any other interested parties are requested to respond to this NOP in writing no later than 30 days from the date of this NOP. The City will accept written comments regarding this NOP through the close of business on **Monday, February 13, 2023**. Please send all written comments, including emailed comments, to Mr. Rob Dmohowski, AICP, at the address below.

Project Location: 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, Oceanside, California. The project site (approximately 10.2-acres; 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) is bounded by railroad right-of-way to the west, Seagaze Drive to the north, S. Tremont Street to the east, and Missouri Avenue to the south.

Description: The project proposes a General Plan Amendment (GPA), Zone Amendment (ZA), approval of a Specific Plan (Oceanside Transit Center [OTC] Specific Plan), LCP Land Use Plan (LUP) Amendment, Coastal Development Permit, and Vesting Tentative 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 831,480 gross square feet of development, with an additional 283,314 gross square feet devoted to above grade parking and 398,478 gross square feet for below grade parking, supplying a total of over 1,798 parking stalls. On-site development would include the following: 580,270 square feet of residential use, including 547 residential apartment units and associated amenities; 154,652-square foot boutique hotel, including 165 rooms and associated amenities; 61,260-square foot NCTD Headquarters building; 3,741-square foot modern intermodal transportation center with ancillary facilities; 23,794 square feet of retail and food and beverage service; and 1,798 parking stalls for public and private use.

Potential Environmental Effects: An analysis of the potential environmental effects are contained in the Initial Study, available for review at <https://crw.cityofoceanside.com/etrakit3/> under project number **GPA22-00002**. In accordance with Section 15082 of the CEQA Guidelines, the City has prepared this NOP to provide agencies, organizations, and interested parties with information describing the proposed project and its potential environmental effects.

The City has determined that the proposed project could potentially affect 17 of the 20 environmental topic areas identified in Appendix G of the CEQA Guidelines. These 17 topical areas are aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. These impacts will be analyzed in detail in the EIR. The EIR will also address mandatory findings of significance. The EIR will address the short- and long-term effects of the proposed project on the environment. Feasible mitigation measures will be proposed for impacts that are determined to be potentially significant and reasonable alternatives will be considered. A mitigation monitoring program will also be developed for any mitigation measures required by the City. The proposed project is expected to have no impact on agriculture and forestry resources, mineral resources, or wildfire, and therefore the EIR will not present a detailed analysis of the project's impact related to these topical areas.

Document Availability: The Initial Study is available for download on the City's official website <https://crw.cityofoceanside.com/etrakit3/> under project number **GPA22-00002**. In addition, a hard copy of the NOP/Initial Study is available for review at the following locations:

- **City of Oceanside**
300 N. Coast Hwy
Oceanside, CA 92054
- **Civic Center Library**
330 N. Coast Hwy
Oceanside, CA 92054

The 30-day public review period for the NOP is from January 13, 2023 to February 13, 2023. In accordance with the time limits mandated by State law, if there are any concerns about the scope and content of the information to be addressed in the EIR, written comments may be submitted via email or by mail to the addresses below. All written comments should be submitted at the earliest possible date but must be submitted no later than

the close of business on **February 13, 2023**. Public agencies should identify the contact person for your agency in your written comments.

Public Comments: Please submit your comments to:

Mr. Rob Dmohowski, AICP, Principal Planner

- Mailing Address:
City of Oceanside
300 N. Coast Hwy
Oceanside, CA 92054
- Email Address: rdmohowski@oceansideca.org

Public Scoping Meeting: A public scoping meeting will be held at the address below on **Wednesday, February 1, 2023, from 6:00 p.m. to 7:00 p.m.**, to solicit input from any interested parties on the scope and content of the EIR, in conformance with Section 21083.9 of the California Public Resources Code. Applicable COVID-19 policies in place at the time will be followed. The public scoping meeting is intended to receive input from interested parties and no decisions about the proposed project will be made at the public scoping meeting. Though staff will prepare a summary of the issues raised verbally at the public scoping meeting, anyone wishing to make formal comments on the scope of issues or content of the EIR should also do so in writing. Written comments can be submitted at the scoping meeting. You may also send a written response to this NOP to the email and/or address listed above by **February 13, 2023**, without attending the scoping meeting.

A copy of the materials presented at the scoping meeting will be posted to the City's website: <https://crw.cityofoceanside.com/etrakit3/> under project number **GPA22-00002** following the meeting.

The public scoping meeting will be held at the location identified below.

Location: Civic Center Library Community Rooms
330 N. Coast Highway
Oceanside, CA 92054

More Information: Questions concerning the matter should be directed to Mr. Rob Dmohowski, AICP, Principal Planner, at 760-435-3563 or rdmohowski@oceansideca.org.

Accessibility: In compliance with the Americans with Disabilities Act, if you need special assistance to participate in a City meeting or other services offered by this City, please contact the Rob Dmohowski, Principal Planner, at (760) 435-3563, or rdmohowski@oceansideca.org. Notification at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide participation in the meeting or service. Assisted hearing devices will be available at this meeting without prior notification.

JANUARY 2023

INITIAL STUDY

OCEANSIDE TRANSIT CENTER REDEVELOPMENT



PREPARED BY

Michael Baker
INTERNATIONAL

PREPARED FOR



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INITIAL STUDY

Oceanside Transit Center Redevelopment

Lead Agency:



CITY OF OCEANSIDE

300 N. Coast Hwy
Oceanside, California 92054
Contact: **Mr. Rob Dmohowski, AICP,**
Principal Planner
760-435-3563
rdmohowski@oceansideca.org

Prepared by:

MICHAEL BAKER INTERNATIONAL

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January 2023

JN 190739

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1.0 INTRODUCTION

1.1 BACKGROUND

The Oceanside Transit Center Redevelopment (project) proposes a General Plan Amendment (GPA), Zone Amendment (ZA), approval of a Specific Plan (*Oceanside Transit Center [OTC] Specific Plan*), Local Coastal Program (LCP) Land Use Plan (LUP) Amendment, Coastal Development Permit, and Vesting Tentative Tract Map to allow the redevelopment of the existing North County Transit District's (NCTD's) Oceanside Transit Center (transit center) 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 proposed project is discussed in further detail in Section 2.0, *Project Description*. Following a preliminary review, the City of Oceanside (City) determined that the project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 - 21177). This Initial Study addresses the potential for direct, indirect, and cumulative environmental effects associated with the project, as proposed.

1.2 PURPOSE

In accordance with Section 15367 of the California Code of Regulations, the City of Oceanside is identified as the Lead Agency for the proposed project. Pursuant to Section 15063(a) of CEQA Guidelines, the City is required to undertake the preparation of an Initial Study to determine if the proposed action would have a significant effect on the environment. The purposes of this Initial Study are to: (1) identify potential environmental impacts, (2) provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration, (3) enable the Lead Agency to modify the proposed project (through mitigation of adverse impacts), (4) facilitate assessment of potential environmental impacts early in the design of the proposed project, and (5) provide documentation for the potential finding that the proposed project would not have a significant effect on the environment or can be mitigated to a level of insignificance (CEQA Guidelines, Section 15063[c]). This Initial Study is also an informational document providing an environmental basis for subsequent discretionary actions that could be required from other Responsible Agencies.

1.3 STATUTORY REQUIREMENTS AND AUTHORITY

CEQA Guidelines Section 15063(d) identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include: (1) a description of the proposed project, including the location of the project site; (2) an identification of the environmental setting; (3) an identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that some evidence exists to support the entries; (4) a discussion of ways to mitigate significant effects identified, if any; (5) an examination of whether the proposed project is compatible with existing zoning, plans, and other applicable land-use controls; and (6) the name(s) of the person or persons who prepared or participated in the preparation of the Initial Study (CEQA Guidelines, Section 15063[d]).

1.4 PERMITS AND APPROVALS

In addition to the City of Oceanside, other agencies, such as the San Diego Regional Water Quality Control Board (RWQCB) and the San Diego Air Pollution Control District (SDAPCD), could require the Applicant to obtain approvals for the proposed project. Coordination with other agencies may be required to determine the specific nature of any future permits or approvals. Agencies would be notified pursuant to the CEQA Guidelines, and any subsequent comments would be considered accordingly. In addition, this document is intended to provide agencies and the public with an environmental basis under CEQA to facilitate the dissemination of information deemed necessary to the



discretionary approvals process and the approval, or conditional approval, of any aspect of the proposed project within the jurisdiction of the agency.

1.5 INCORPORATION BY REFERENCE

The following documents were utilized during preparation of this Initial Study and are incorporated into this document by reference. These documents are available for review at City of Oceanside City Hall located at 300 North Coast Highway, Oceanside, CA 92054.

- City of Oceanside General Plan. The *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 2023. 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 topical 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.
- 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 an LCP to regulate development within the coastal zone and identify the long-range planning vision for the City's coastal areas. The current Local Coastal Program was certified by the California Coastal Commission in 1986. The City is currently in the process of updating the Local Coastal Program, 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. Adoption of the LCP is anticipated in 2022, following which Coastal Commission certification would be required.

- *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.



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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

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, Oceanside, California. The project site is bounded by railroad right-of-way to the west, Seagaze Drive to the north, S. Tremont Street to the east, and Missouri Avenue to the south; refer to [Exhibit 2-1, Regional Vicinity](#). The project site is situated within the City's downtown core and is surrounded by commercial and residential land uses, with a mix of hospitality restaurant, retail, and entertainment uses (including the Regal Oceanside Cinema) as well as single-family and multi-family residential uses; refer to [Exhibit 2-2, Site Vicinity](#). Regionally, the project site is accessed via Interstate 5 (I-5), Mission Avenue, and Coast Highway. Surrounding areas include Camp Pendleton Marine Corps base to the north, the City of Vista to the east, the City of Carlsbad to the south, and the Pacific Ocean to the west.

2.2 ENVIRONMENTAL SETTING

The approximately 10.2-acre project site (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) is comprised of an existing bus transfer center, train platforms, NCTD offices, and two public surface parking lots (560 spaces) that primarily serve weekday commuters and weekend beachgoers. Existing service at transit center includes 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.

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, S. Tremont Street, and W. Topeka Street. Vehicle ingress/egress to surface parking lots is accessed via driveways along S. Tremont Street and Cleveland Street. Existing on-site ornamental landscaping includes perimeter landscaping, landscaping around on-site structures, as well as parking lot landscaping.

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 2-3, Existing General Plan Designations](#). Based on the *City of Oceanside Zoning Map* (Zoning Map), the project site is divided into several zones; refer to [Exhibit 2-4, Existing Zoning](#). 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). 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 CHVSP 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.

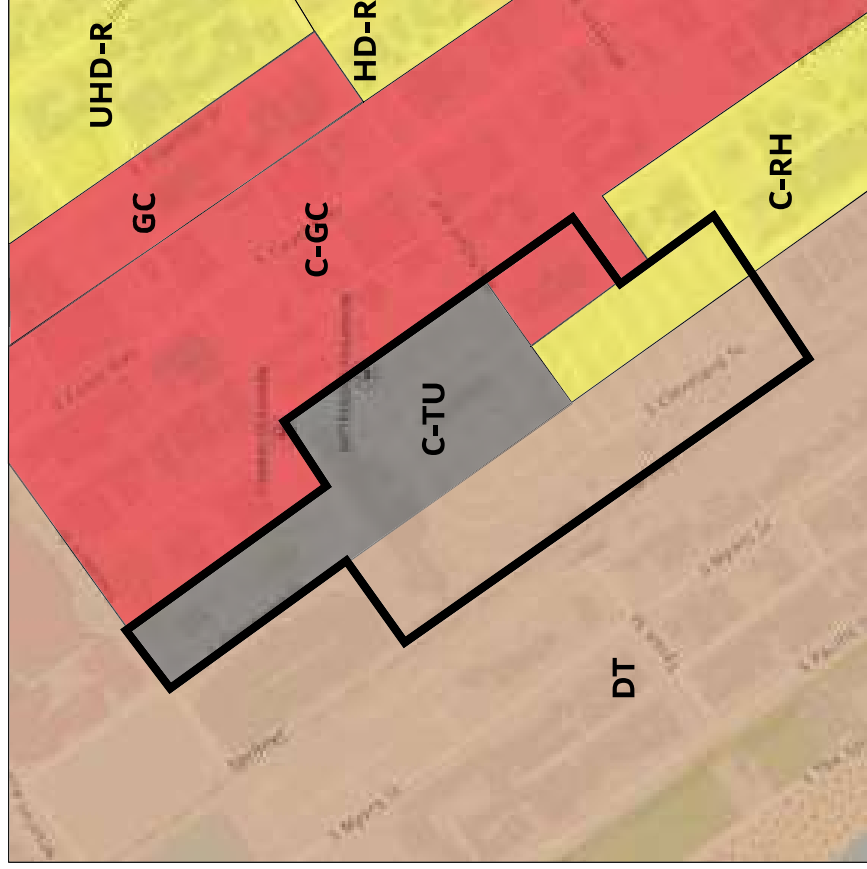


Source: Google Earth Pro, September 2022

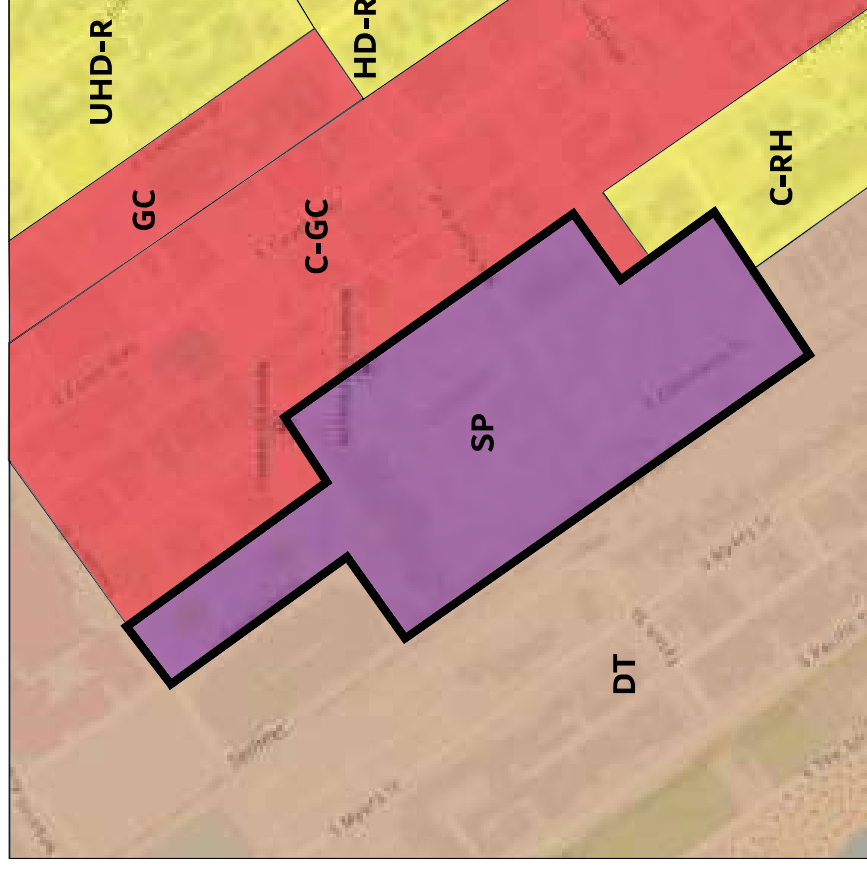
NOT TO SCALE



Exhibit 1.3: Land Use Map



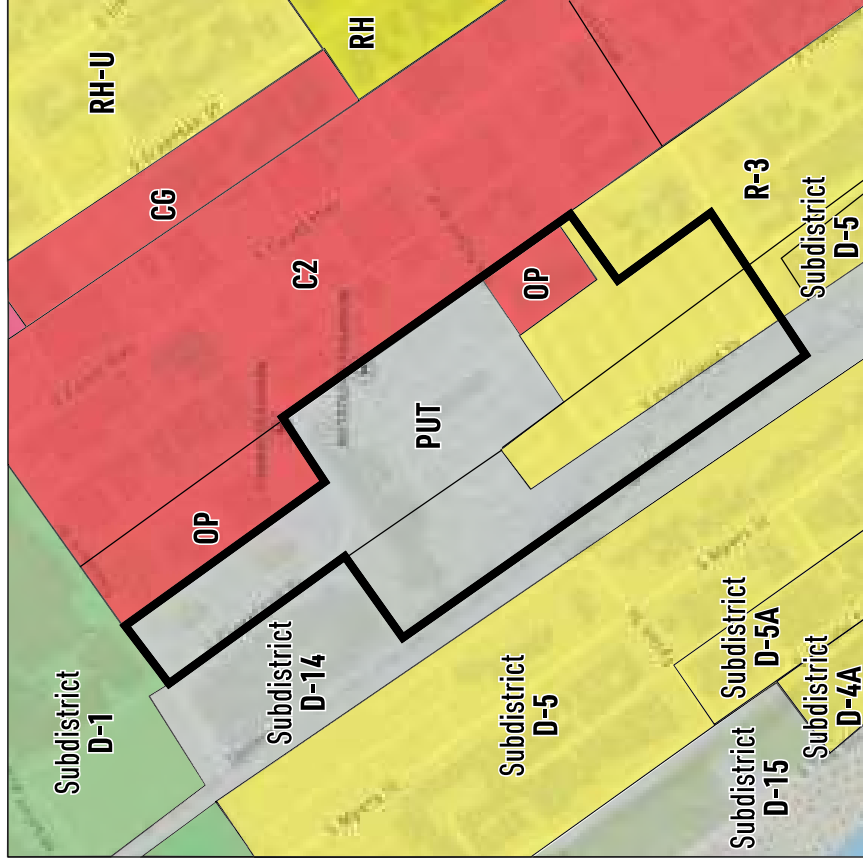
LAND USE MAP - EXISTING PLAN



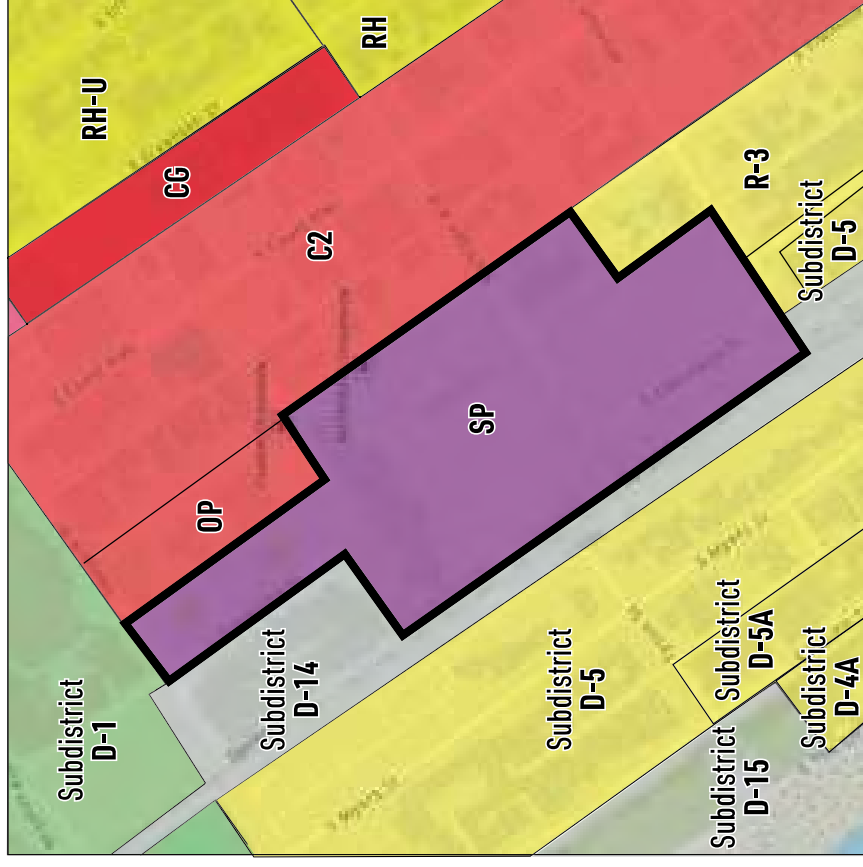
LAND USE MAP - PROPOSED PLAN

Source: City of Oceanside General Plan

Exhibit 1.2: Zoning Map



ZONING MAP - EXISTING PLAN



ZONING MAP - PROPOSED

Source: City of Oceanside Zoning Map



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, 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. 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 further west. These parcels are designated DT and zoned Subdistrict D-14 and Subdistrict D-5.

2.3 PROJECT BACKGROUND AND HISTORY

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. 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 Oceanside'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 183,5000 through 2025, as well as a significant increase in employment through 2035. Accordingly, the Regional Housing Needs Assessment (RHNA) allocates the City of Oceanside over 5,400 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 Initial Study.



2.4 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), 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 2-5, Overall Site Plan.

The project would construct up to 831,480 gross square feet of development, with an additional 283,314 gross square feet devoted to above grade parking and 398,478 gross square feet for below grade parking, supplying a total of over 1,798 parking stalls. On-site development would include the following:

- 580,270 square feet of residential use, including 547 residential apartment units and associated amenities;
- 154,652-square foot boutique hotel, including 165 rooms and associated amenities;
- 61,260-square foot NCTD Headquarters building;
- 3,741-square foot modern intermodal transportation center with ancillary facilities;
- 23,794 square feet of retail and food and beverage service; and
- 1,798 parking stalls for public and private use.

RESIDENTIAL BUILDINGS

The project proposal includes two apartment buildings in the southern and central portions of the project site. Each building would be up to six stories in height, ranging from 250 to 297 units each. Ground floor retail and transit services would also be afforded. Two levels of underground parking and one level of lower ground parking would be installed to support the on-site residents and their visitors.

HOTEL

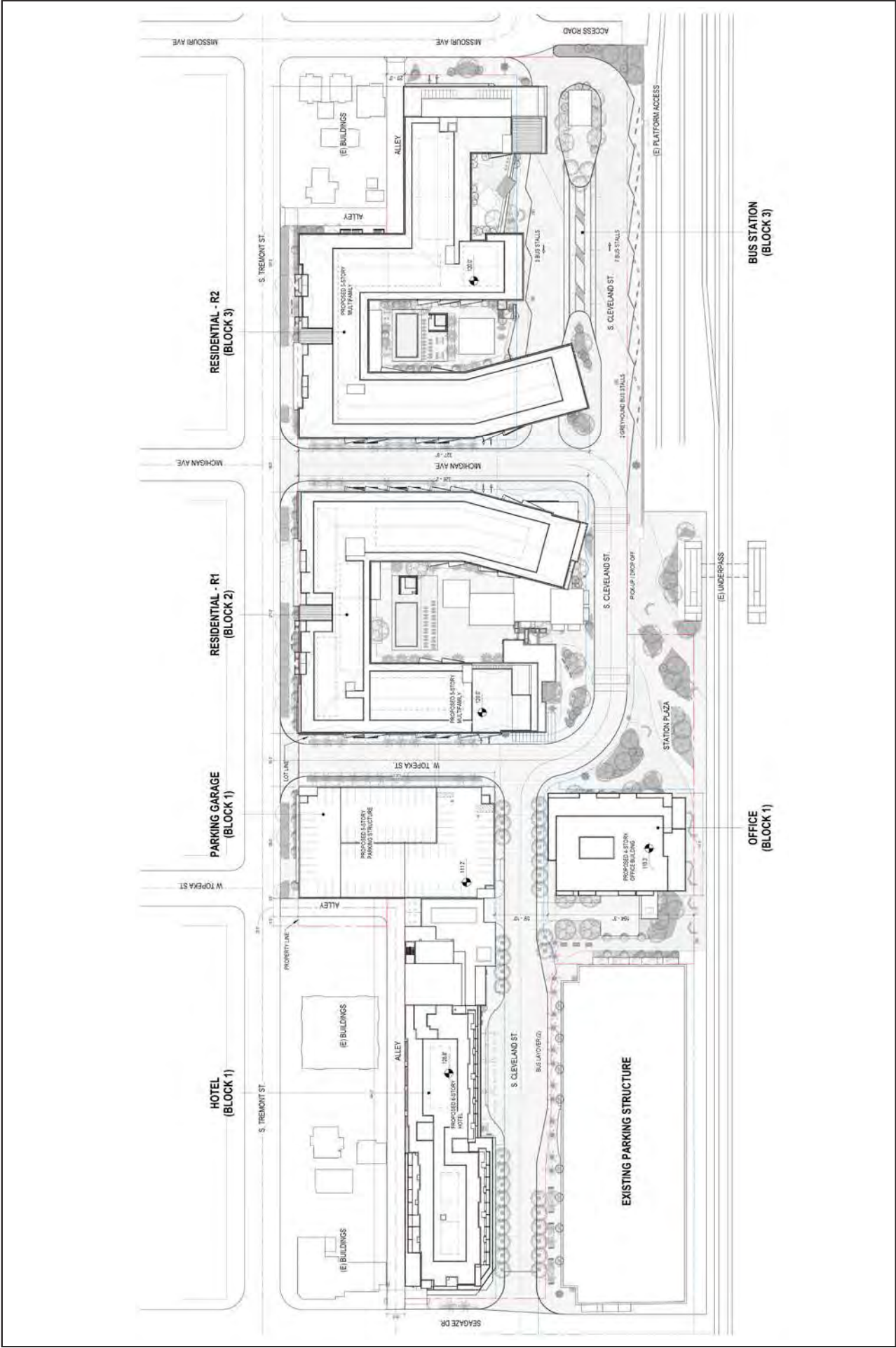
The project proposal includes a six story 154,652-square foot boutique hotel with 165 rooms at the northern portion of the project site, south of Seagaze Drive. The new hotel would include ground floor retail space, as well as private and common open space. The building would include two underground parking levels to support the new hotel.

NCTD HEADQUARTERS BUILDING

The project proposal includes a modern headquarters for NCTD, replacing its general administration office located at 810 S. Mission Avenue and the NCTD offices currently located on-site at 311 Tremont Street. The new approximately 61,260 square foot Headquarters would allow for consolidation of NCTD facilities and operations, while on-site placement of the building would afford NCTD direct oversight of the transit station operations. The new headquarters building would be up to four stories in height, sited to the south of the existing City parking structure along Seagaze Drive.

PARKING STRUCTURE

The project would construct a new public parking structure with up to 634 parking spaces. The new structure would be a shared parking structure that would serve the proposed NCTD office building as well as provide public parking for the transit and retail uses on-site and in the surrounding area. The new structure would include two underground parking levels, a lower ground level, and five above ground parking levels. The new structure would be sited north of the new NCTD headquarters building.



Source: City of Oceanside Zoning Map

OCEANSIDE TRANSIT CENTER REDEVELOPMENT PROJECT
INITIAL STUDY

Overall Site Plan

Exhibit 2-5



TRANSIT IMPROVEMENTS

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. These improvements would include a modern intermodal transportation center, safe and efficient bus circulation, and twelve (12) commuter bus stalls and bus layover space; moreover, transit facilities and improvements would be sited to better facilitate the transfer between bus and train services.

CIRCULATION IMPROVEMENTS

The project would incorporate circulation improvements across the site for a unique and enhanced urban experience. Bus circulation would be designed to efficiently transfer riders onto the commuter train platforms, improving the connection timing for rail commuters. Automobile circulation would be designed to quickly move residents off local streets into parking facilities, allowing them to walk or use alternate modes of transportation to access the beach or Downtown District area. Moreover, an inviting urban streetscape would be installed to entice pedestrians to move through the project. With the provision of sufficient structured parking, the project's streets would not include surface parallel parking stalls, allowing ample width for pickup and drop off zones, as well as bicycle circulation where appropriate.

OPEN SPACE

Proposed open space would encourage 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 environment through the introduction of space and amenities.

The proposed Transit Plaza would function as the active hub of the project, and would be designed to accommodate a variety of modestly scaled community activities and events, such as farmer's markets, art festivals, outdoor performances, etc. The sidewalk environment would promote safety, convenience, and activity through the introduction of sidewalk amenities, including street trees and street furnishing such as benches and lighting.

The proposed residentially focused buildings would incorporate generous amenity courtyards functioning as a social gathering spot for residents, while roof decks afford sweeping ocean views. The NCTD Headquarters would feature cascading roof decks and terraces at every level, providing employees access to outdoors at every level of the building. The proposed hotel would incorporate amenity decks, including a pool deck, as well as private balconies with ocean views for west facing guestrooms.

The proposed landscape design would reinforce the site plan layout and function and complement the architectural character. The selected plant palette emphasizes native and drought tolerant species to reflect local character, promote sustainability, and minimize long-term site maintenance. Canopies would be provided to shade the public plaza and train platform; additional shade structures and seating would be provided with each bus bay.

UTILITY CONNECTIONS

The following utilities and services would serve the project site:

- Water. The City of Oceanside Water Utilities Department provides existing water service to the project site. Development of the proposed project would replace existing on-site water pipe line system 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 pipe line in Missouri Avenue from a 6-inch ACP to an eight-inch PVC.



- Sewer. The City of Oceanside Water Utilities Department provides existing wastewater service to the project site. Development of the proposed project would replace existing on-site wastewater pipe line system with a new system that would connect to the City's existing off-site wastewater infrastructure. New wastewater pipes on-site would be 8-inch PVC to meet the City standards.
- Drainage. The project site currently drains offsite in three separate directions: to the north towards the intersection of Cleveland Street and Seagaze Drive; to the west to an existing 15-inch corrugated steel pipe (CSP) 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. As currently proposed, the project would include a new on-site storm drain system with two underground storm drain detention basins, which would ultimately discharge similar to the existing condition. Low impact development (LID) features would be installed for water quality best management practices.
- Dry Utilities. San Diego Gas & Electric (SDGE) provides existing electrical and natural gas services to the project site. AT&T and Cox Communication would provide telecommunication services. The project would install appropriate connections on-site to the existing system.

GENERAL PLAN AMENDMENT

The project proposal includes a GPA to revise the existing the land use designation for the project site from various designations (reference [Section 2.2](#)) to Specific Plan (SP); refer to [Exhibit 2-3](#).

ZONE AMENDMENT

The project proposal includes a ZA to change the zoning designation for the project site from various designations (reference [Section 2.2](#)) to Specific Plan (SP); refer to [Exhibit 2-4](#).

SPECIFIC PLAN

A Specific Plan (Oceanside Transit Center [OTC] Specific Plan) shall be processed concurrently with the ZA, and in accordance with the processes and procedures as described in Article 45 of the Zoning Ordinance. A Specific Plan is 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, a 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.

Findings for a recommendation of approval of the Specific Plan and the accompanying Development Plan shall be adopted by resolution of the City Council and administered as prescribed by the Council, consistent with the Government Code, Section 65450 et. seq.

DEVELOPMENT PLAN

A Development Plan shall 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 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 ZA and GPA requires concurrent LCPA. The amendment would require approval by the City Council, with subsequent review and certification by the CCC. 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 shall 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.

VESTING TENTATIVE TRACT MAP

The project would require approval of a Vesting Tentative Tract Map T22-00006 to subdivide the project to allow for the proposed uses under the OTC Specific Plan.

2.5 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.

2.6 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.
- 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.



2.7 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 [OTC] Specific Plan): adoption of the Oceanside Transit Center (OTC) 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; and
- Issuance of subsequent approvals:
 - Conditional Use and Use Permit(s);
 - Site Development Review; and
- Applicable grading and building permits.

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

- NPDES Construction General Permit – San Diego Regional Water Quality Control Board; and
- Construction Permit – San Diego Air Pollution Control District.



3.0 INITIAL STUDY CHECKLIST

3.1 PROJECT DESCRIPTION AND BACKGROUND

1. **Project Title:**
Oceanside Transit Center Redevelopment
2. **Lead Agency Name and Address:**
City of Oceanside, 300 North Coast Highway, Oceanside, CA 92054
3. **Contact Person and Phone Number:**
Mr. Rob Dmohowski, 760.435.3563
4. **Project Location:**
235 South Tremont Street, Oceanside, CA (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)
5. **Project Sponsor's Name and Address:**
City of Oceanside, 300 North Coast Highway, Oceanside, CA 92054
6. **General Plan Designation:**
Based on the *Oceanside General Plan* (General Plan) Land Use Map, the project site is designated Downtown (DT), Coastal Transportation and Utility (C-TU), Coastal Residential High Density (C-RH), and Coastal General Commercial (C-GC).
7. **Zoning:**
Based on the *City of Oceanside Zoning Map* (Zoning Map), the project site is zoned 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).
8. **Description of Project:**
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), and Vesting Tentative Tract Map to allow the demolition of existing structures on site 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.
9. **Surrounding Land Uses and Setting:**
Surrounding uses in proximity to the project site include a mix of residential and commercial uses.
10. **Other public agencies whose approval is required:**
Other public agency approvals may include the following, among others:
 - NPDES Construction General Permit - San Diego Regional Water Quality Control Board; and
 - Construction Permit – San Diego Air Pollution Control District.



11. Environmental Factors Potentially Affected:

The environmental factors checked below potentially would be affected by this project, involving at least one impact that is a "Potentially Significant Impact."

☒	Aesthetics	☐	Agriculture and Forestry	☒	Air Quality
☒	Biological Resources	☒	Cultural Resources	☒	Energy
☒	Geology and Soils	☒	Greenhouse Gas Emissions	☒	Hazards and Hazardous Materials
☒	Hydrology and Water Quality	☒	Land Use and Planning	☐	Mineral Resources
☒	Noise	☒	Population and Housing	☒	Public Services
☒	Recreation	☒	Transportation	☒	Tribal Cultural Resources
☒	Utilities and Service Systems	☐	Wildfire	☒	Mandatory Findings of Significance

3.2 DETERMINATION

On the basis of this initial evaluation:

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☒	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Rob Dmohowski, Principal Planner

Printed Name/Title

City of Oceanside

Agency

January 10, 2023

Date



3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the CEQA Guidelines Appendix G and used by the City of Oceanside in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- No Impact. The development will not have any measurable environmental impact on the environment.
- Less Than Significant Impact. The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- Less Than Significant Impact With Mitigation Incorporated. The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- Potentially Significant Impact. The development will have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to the extent feasible.



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4.0 ENVIRONMENTAL EVALUATION

The following evaluation provides responses to the questions in the Initial Study. A brief explanation for each question in the Initial Study is provided to adequately support each impact determination. All responses consider the whole of the action involved including construction and operational impacts as well as direct and indirect impacts. Environmental factors potentially affected by the proposed project are presented below and organized according to the format of the Checklist.

4.1 AESTHETICS

<i>Except as provided in Public Resources Code Section 21099, would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	✓			
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c. In 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?	✓			
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	✓			

a) Have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. The project site is located in a highly developed environment and is surrounded by a mix of commercial and residential land uses. According to the Local Coastal Program (LCP), visual resources in the area include the Pacific Ocean, open beach areas, and the Oceanside Pier. Although no significant visual open space areas are present in the project vicinity, potential existing public views from Oceanside Pier would encompass ocean/beach areas and possibly proposed buildings. As such, the EIR will evaluate the project's potential impacts related to adverse effects on scenic vistas.

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.

¹ Caltrans, California State Scenic Highway System Map, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed October 10, 2022.



- c) ***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?***

Potentially Significant Impact. The project site is situated in an urbanized area, completely surrounded by development. As such, for the purpose of this analysis, consideration of whether or not the project would conflict with an applicable zoning or other regulation governing scenic quality will be made. 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), and Vesting Tentative Tract Map, among other discretionary approvals, to allow for development 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. As such, the project could conflict with applicable zoning and other regulations governing scenic quality in an urban environment. An analysis of the project's consistency with the applicable zoning and other regulations governing scenic quality will be considered in the EIR.

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

Potentially Significant Impact. The site is in an urbanized area of Oceanside that has various sources of existing light and glare on-site and in the general area. Existing lighting sources include on-site surface parking lot lighting, lighting associated with security lighting within the transit station, as well as vehicle headlights. Streetlights and vehicular headlights are also present along adjacent roadways. Building security and signage lighting from neighboring commercial, residential, and retail uses are also present.

Land uses that are typically sensitive to excess light and glare include residential uses, hospitals, senior housing, and other types of uses. Existing light sensitive uses in the project area include the multi-family and single-family residences to the north, east, and south of the site. The proposed project would generate new light sources associated with nighttime illumination for the proposed residential buildings, hotel, office building, and parking structure. Nighttime illumination would be used to enhance security and safety for pedestrians and vehicles within the project site. Proposed vehicle access would also contribute to light and glare conditions. As such, the EIR will evaluate the project's potential impacts related to light and glare.



4.2 AGRICULTURE AND FORESTRY RESOURCES

<i>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:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

- a) **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.¹ 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

¹ California Department of Conservation, *California Important Farmland Finder*, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed September 28, 2022.



project site is not zoned for agricultural use nor covered under an existing Williamson Act contract.^{2,3} 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 Response 4.2(b), the project site and the 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 4.2(c).

- 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 4.2(a) through 4.2(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.

² California Department of Conservation Division of Land Resource Protection, *The Williamson Act Status Report 2020-21*, May 2022.

³ California Department of Conservation Division of Land Resource Protection, *State of California Williamson Act Contract Land Map*, 2016.



4.3 AIR QUALITY

<i>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:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	✓			
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?	✓			
c. Expose sensitive receptors to substantial pollutant concentrations?	✓			
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

Potentially Significant Impact. The project site is located within the San Diego Air Basin (Basin), which is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD). The U.S. Environmental Protection Agency has classified the Basin as a federal non-attainment area for ozone, and the California Air Resources Board (CARB) has classified the Basin as a State non-attainment area for ozone standards and particulate matter (PM₁₀ and PM_{2.5}).¹ The SDAPCD has developed a Regional Air Quality Strategy (RAQS) to fulfill statutory air quality requirements; the latest RAQS was revised in 2016 and is currently being updated. Project implementation could result in short-term construction and long-term operational impacts. As such, the project could result in potentially significant impacts involving conflicts or obstruction of implementation of the RAQS. Further analysis will be conducted as part of the EIR.

b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable Federal or State ambient air quality standard?*

Potentially Significant Impact.

Short-Term (Construction) Emissions

Construction activities associated with the project would generate short-term pollutant emissions during the demolition, grading/excavation, paving, building construction, and architectural coating phases. These construction activities would include operation of construction equipment and vehicles. These activities could violate air quality standards or contribute substantially to an existing or projected air quality violation. An analysis of the project's impacts from construction-related activities will be conducted as part of the EIR to determine whether the project's construction-related emissions would exceed SDAPCD thresholds.

¹ San Diego County Air Pollution Control District, *Attainment Status*, <https://www.sdapcd.org/content/sdapcd/planning/attainment-status.html>, accessed October 18, 2022.



Long-Term (Operational) Emissions

Long-term air quality impacts typically consist of mobile source emissions generated from project-related traffic and emissions from stationary area and energy sources. Mobile source emissions would be generated from project-related traffic. Area source emissions would be generated due to an increased demand for natural gas, consumer products, area architectural coatings, and landscaping equipment associated with the development of the proposed project. Energy source emissions would be generated as a result of electricity and natural gas (non-hearth) usage associated with the future buildout of the project. An air quality analysis will be conducted for the proposed project to determine if operation-related activities would exceed SDAPCD's regional significance thresholds. This topic will be further analyzed in the EIR.

c) *Expose sensitive receptors to substantial pollutant concentrations?*

Potentially Significant Impact. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers.

Sensitive uses near the project site include the single-family and multi-family residences. Project-related demolition, grading/excavation, paving, building construction, and architectural coating activities could result in air quality impacts to sensitive receptors. Construction of the project would also increase short-term construction vehicle trips on nearby roadways and result in associated air pollutants. Construction-related air quality impacts, specifically from exposure to carbon monoxide (CO) and Toxic Air Contaminants (TACs), to sensitive receptors will be analyzed utilizing the *County of San Diego Guidelines for Determining Significance and Report Format and Content Requirement - Air Quality*. Project-generated vehicle trips may also expose sensitive uses to substantial pollutants. These potential impacts require additional analysis in the EIR and specific emissions quantification to assess their level of significance.

d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

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 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.



4.4 BIOLOGICAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	✓			
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	✓			
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	✓			
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	✓			

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

Potentially Significant Impact. The project site is developed with the existing NCTD transit center. The surrounding area is also completely developed and built out. However, as detailed in the General Plan, the City includes several areas within or adjacent to the City limits that have been recognized as significant areas with regard to vegetation and wildlife habitats, including significant natural features. As such, there is potential for special-status plant and wildlife species and special-status vegetation communities to be present on-site. A literature review of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database, the California Native Plant Society Electronic Inventory of Rare and Endangered Vascular Plants of California listings, and the U.S. Fish and Wildlife Service Information for Planning and Consultation project planning tool and Critical Habitat online mapper, as well as a field survey of the project site, will be conducted to determine baseline biological conditions within the vicinity of the project area. This analysis will be included in the EIR.



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

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.

- d) ***Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

Potentially Significant Impact. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to 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 entirely built out and surrounded by urban development. According to CDFW, there are no California Essential Habitat Connectivity in the project site; however, the northern boundary of the project site along Seagaze Drive is adjacent to an area mapped as a statewide or regional habitat linkage. As such, the project site could potentially interfere with a wildlife movement corridor or habitat linkage.¹ As addressed in Response 4.4(a), database searches and a field survey would be conducted to assess the project site's potential to support biological resources, including migratory wildlife. Further, the project would be required to comply with the Migratory Bird Treaty Act (MBTA), which governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, specifically related to construction impacts. Mandatory compliance with the MBTA would reduce the project's potential construction-related impacts to migratory birds. Further analysis will be conducted as part of the EIR.

¹ California Department of Fish and Wildlife, *California Essential Habitat Connectivity*, <https://apps.wildlife.ca.gov/bios/?bookmark=648>, accessed October 17, 2022.



- e) ***Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

Potentially Significant Impact. The project proposes the removal of trees, including on-site trees as well as street trees around the site perimeter. However, the City does not have local policies or ordinances that protect trees. Additionally, the City's LCP provides guidance for projects within the coastal zone, including their affects to natural habitats and biological resources. As such, the EIR will evaluate the project's consistency with any LCP policies pertaining to the protection of biological resources.

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

Potentially Significant Impact. The project area is located within the San Diego North County Multiple Habitat Community Program (MHCP) Plan, a regional conservation plan established to protect sensitive species and habitats in northwestern San Diego County by the San Diego Association of Governments (SANDAG). Each jurisdiction that is a signatory to the MHCP implements the program through their respective subarea plan. Although the City of Oceanside's Draft MHCP Subarea Plan (SAP 2010) has not been finalized, the City uses the plan to guide development and mitigation in the City.

The project area is located within the Coastal Zone designated by the City's SAP, but outside of hardline or softline preserve areas, Wildlife Corridor Planning Zone, Off-site Mitigation Zone, or Pre-Approved Mitigation Area.² The City guarantees implementation of the MHCP SAP through interim and permanent regulatory measures, including codes, ordinances, and policies contained in the General Plan, LCP, and other City policy documents. As such, the EIR will evaluate the project's consistency with the provisions of the City's SAP.

² City of Oceanside, 2010 Subarea Plan - Figure 4-1: Preserve Planning Map and Habitat Conservation Overlay Zones, <https://www.ci.oceanside.ca.us/civicax/filebank/blobdload.aspx?BlobID=26088>, accessed October 17, 2022.



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4.5 CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?	✓			
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	✓			
c. Disturb any human remains, including those interred outside of formal cemeteries?	✓			

- a) ***Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?***

Potentially Significant Impact. The project site is developed with the existing NCTD transit center. As such, a Cultural Resources Study will be prepared for the project to further analyze the project's potential to impact historical resources. The findings of the Cultural Resources Study will be incorporated into the EIR.

- b) ***Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?***

Potentially Significant Impact. The City, including the project site, is built out and is located in a highly urbanized area. As the project involves grading and excavation activities, a records search of on-site and surrounding archaeological resources within the available Federal, State, and local registries will be conducted in order to determine if any known archeological resources are present on-site or the immediate vicinity. This records search will be documented in a project-specific Cultural Resources Study and incorporated into the EIR.

- c) ***Disturb any human remains, including those interred outside of formal cemeteries?***

Potentially Significant Impact. As discussed above, the project would involve grading and excavation activities. As such, potential impacts to human remains, including those interred outside of formal cemeteries, could occur. A Cultural Resources Study will be prepared to analyze the project's potential impacts to human remains. As such, these potential impacts will be further analyzed in the EIR.



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4.6 ENERGY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	✓			
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	✓			

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

Potentially Significant Impact. Energy consumption associated with the proposed project could result in potential direct and indirect environmental impacts. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emissions of pollutants during both construction and operations of the project. As such, the EIR will analyze the project's energy consumption impacts related to electricity, natural gas, and transportation fuel for off-site equipment and vehicle trips associated with the construction and long-term operations.

b) *Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?*

Potentially Significant Impact. The 2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," will become effective on January 1, 2023. Regulated by the California Energy Commission, Title 24 requires the design of building shells and building components to conserve energy. Compliance with the most recent standards would substantially reduce Statewide electricity and natural gas consumption. Additionally, the 2022 California Green Building Code (California Code of Regulations, Title 24, Part 11) is a mandatory construction code requiring new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. City policies and implementation measures pertaining to energy are contained in the General Plan Energy and Climate Action Element (ECAE), Climate Action Plan (CAP), and Zoning Ordinance Article 30, Section 3047 Renewable Energy Facilities. As such, the EIR will evaluate the project's consistency with the State's renewable energy and energy efficiency standards, as well as the City's regulatory framework.



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4.7 GEOLOGY AND SOILS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
2) Strong seismic ground shaking?	✓			
3) Seismic-related ground failure, including liquefaction?				✓
4) Landslides?	✓			
b. Result in substantial soil erosion or the loss of topsoil?	✓			
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	✓			
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	✓			
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	✓			

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?**

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.¹ The nearest active fault is the Oceanside section of the Newport-Inglewood-Rose Canyon fault zone, located greater than three miles to the southwest.² 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.

ii. Strong seismic ground shaking?

Potentially Significant Impact. The site is located in a seismically active area, as is the majority of southern California, and as such is susceptible to seismic ground shaking resulting from an earthquake. However, there are no known or active faults within the City. The nearest faults include the Elsinore Fault to the east of the City, and the Rose Canyon to the south.³

While there are no active faults in the project vicinity, given that the City is situated near known active faults and prone to ground shaking, the project site could potentially be subject to strong seismic ground shaking. As such, a Geotechnical Investigation will be prepared for the project to further analyze the project's potential to impact associated with strong seismic ground shaking; impacts in this regard will be further analyzed in the EIR.

iii. 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.⁴ As such, the risk of liquefaction is considered negligible. No impact would occur.

iv. Landslides?

Potentially Significant Impact. Seismically induced landslides can overrun structures, people or property, sever utility lines, and block roads. The project site is located adjacent to a landslide susceptibility area.⁵ As such, a Geotechnical Investigation will be prepared for the project to further analyze the potential for landslides or slope instabilities. The findings of the Geotechnical Investigation will be incorporated into the EIR.

b) Result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact. Erosion is the movement of rock and soil from place to place and is a natural process. Common agents of erosion in the project region include wind and flowing water. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be increased greatly by earthmoving activities if erosion-control measures are not implemented.

¹ California Department of Conservation, *Fault Activity Map of California*, <https://maps.conservation.ca.gov/cgs/fam/>, accessed October 17, 2022.

² Ibid.

³ City of Oceanside, Oceanside General Plan Update, *Background Report #4: Environmental Conditions*, June 2021.

⁴ Ibid.

⁵ Ibid.



Development of the proposed project would involve demolition, excavation, grading, and construction activities that would disturb soil and leave exposed soil on the ground surface. Common means of soil erosion from construction sites include water, wind, and being tracked off-site by vehicles. Accordingly, construction activities would increase the likelihood of soil erosion on-site. As such, potential soil erosion or loss of topsoil will be evaluated in the EIR.

- 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?***

Potentially Significant Impact. Evaluation of liquefaction and landslides is provided in Responses 4.7(a)(iii) and (iv), respectively. A Geotechnical Investigation will be prepared for the project to further analyze the potential for lateral spreading or subsidence. The findings of the Geotechnical Investigation will be incorporated into the EIR.

- 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?***

Potentially Significant Impact. Expansive soils are found associated with soils, alluvium, and bedrock formations that contain clay minerals susceptible to expansion under wetting conditions and contraction under drying conditions. Depending upon the type and amount of clay present in a geologic deposit, these volume changes (shrink and swell) can cause severe damage to slabs, foundations, and concrete flatwork. Collapsible soils undergo a volume reduction when the pore spaces become saturated causing loss of grain-to-grain contact and possibly dissolving of interstitial cement holding the grains apart. The weight of overlying structures can cause uniform or differential settlements and damage to foundations and walls. A Geotechnical Investigation will be prepared for the project to determine if soils on-site would meet expansion index criteria. The findings of the Geotechnical Investigation will be incorporated into the EIR.

- 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?***

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.

- f) ***Directly or indirectly destroy a unique paleontological resource on site or unique geologic feature?***

Potentially Significant Impact. The project proposes clearing/grading activities. Although the site has been previously disturbed, there is a potential for grading activities in native soils on-site. As such, the EIR will consider the project's potential to directly or indirectly destroy a unique paleontological resource on-site.



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4.8 GREENHOUSE GAS EMISSIONS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	✓			
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	✓			

- a) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Potentially Significant Impact. Greenhouse gases (GHGs) are gases in the atmosphere that absorb and emit radiation from the sun. The main GHGs that are found in the earth's atmosphere are water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone (O₃), hydrofluorocarbons (HCFs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Direct GHG emissions include emissions from construction activities, area sources, and mobile (vehicle) sources. Indirect GHG emissions are generated by incremental electricity consumption, water consumption, and waste generation. As a mixed-use development, future buildout of the proposed project could generate GHG emissions that may have a significant impact on the environment during both construction and operational activities. As such, project-related GHG emissions will be quantified and analyzed in the EIR to determine the significance of potential impacts.

- b) ***Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

Potentially Significant Impact. The applicable GHG plan is the City's Climate Action Plan (CAP) which adopted in May 2019. Refer to Response 4.8(a). Since the project could potentially result in impacts related to GHGs, further analysis will be provided in the EIR related to the project's consistency with the City's CAP. The EIR will also include an analysis of the project's consistency with Zoning Ordinance Article 30, Section 3047 et seq.



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4.9 HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	✓			
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d. Be located on a site 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?	✓			
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✓
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	✓			
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✓

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.



- b) ***Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

Potentially Significant Impact. The project site is currently developed with existing NCTD transit center. Past activities on-site, including former railroad uses and underground storage tanks, could have resulted in existing hazardous materials conditions in the soil, soil gas, and/or groundwater at the project site. Since the project would involve grading activities, there is a potential to encounter hazardous materials during site disturbance activities, which could result in accidental conditions. These potential impacts will be further evaluated in the EIR.

- 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.

- d) ***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?***

Potentially Significant Impact. Government Code Section 65962.5 requires the Department of Toxic Substance Control and State Water Resources Control Board to compile and update a regulatory sites-listing (per the criteria of the Section). The California 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 that are subject to water analysis pursuant to Section 116395 of the Health and Safety Code. Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations, 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 listed pursuant to Government Code Section 65962.5 due to the presence of former leaking underground storage tank(s).¹ As such, potential impacts in this regard will be evaluated in the EIR.

- e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?***

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.

- f) ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Potentially Significant Impact. The *City of Oceanside Emergency Operations Plan* is the City's approach to emergency planning and ensures that the City is prepared to respond to all hazards: natural disasters, man-

¹ State Water Board, GeoTracker, <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=235+south+tremont%2C+oceanside>, accessed October 18, 2022.



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 of Oceanside's Emergency Operations Plan.²

The project would introduce a new mixed use residential and commercial development on-site. The EIR will analyze internal circulation, including emergency access. Additionally, construction activities could result in short-term temporary impacts to emergency response and evacuation. As such, potential impacts involving emergency response will be considered in the EIR.

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).³ Further, the project site is not located in or near a Very High Fire Hazard Severity Zone (VHFHSZ).⁴ Therefore, project implementation would not expose people or structures to a significant risk involving wildland fires, and no impacts would occur in this regard.

² City of Oceanside, *Emergency Operations Plan*, 2016.
<https://www.ci.oceanside.ca.us/civica/filebank/blobdload.asp?BlobID=31899>, accessed October 18, 2022.

³ CAL FIRE, *FHSZ Viewer*, <https://egis.fire.ca.gov/FHSZ/>, accessed August 17, 2022.

⁴ Ibid.



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4.10 HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	✓			
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	✓			
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?	✓			
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	✓			
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?	✓			
iv) Impede or redirect flood flows?	✓			
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			✓	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	✓			

a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*

Potentially Significant Impact. As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency (EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the State Water Resource Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The project site is within the jurisdiction of the San Diego RWQCB.

Construction

Future buildout of the proposed project would result in site disturbance/construction activities that could result in temporary increased discharge of pollutants into the storm drain system. 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 SWRCB's General Permit for Discharges of Storm Water Associated with Construction Activity Construction General



Permit Order 2022-0057-DWQ (adopted September 8, 2022). As such, short-term construction impacts related to water quality will be further analyzed in the EIR.

Operations

Long-term operation of the project could affect water quality due to pollutants in stormwater runoff (heavy metals, nutrients, and refuse) that could have the potential to affect tributary drainage features. Through the construction of two detention basins, Low Impact Development (LID) methods, and Treatment Control Best Management Practices (BMPs), as further discussed in the supplemental Water Quality Management Plan (WQMP) prepared for the project, the project would effectively mitigate any increased run-off that is generated from post-project urbanization (i.e., increased impervious areas). A project-specific hydrology and water quality analysis will be conducted to analyze the project's operational water quality impacts. As such, further consideration of the project's water quality standards will be made and impacts will be further evaluated in the EIR.

- b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

Potentially Significant Impact. The project site is already built out and developed with the existing NCTD transit station. Therefore, the site is mostly impervious and is not currently utilized for groundwater recharge. Further, there are no identified groundwater basins underlying the project site.¹ There are also no designated groundwater recharge basins or infrastructure in the project vicinity.² Thus, redevelopment of the site would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management. However, increased population at the project site could result in increased demand on water supply, which may be derived from groundwater resources. As such, the project's demand on groundwater resources will be further considered in the EIR.

- 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?***

Potentially Significant Impact. Future buildout of the proposed project would require earth-moving activities, such as excavation, soil compaction and moving, and grading, that would result in soil disturbance. Disturbed soils can be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff if construction conditions are not properly controlled. As such, project construction could result in erosion or siltation on- or off-site. Further, depending on the proposed rate of discharge that would result after construction of the project, increased drainage into off-site facilities could result in downstream erosion or siltation off-site. As such, potential impacts from increased erosion or siltation on- or off-site will be evaluated in the EIR.

¹ California Department of Water Resources, *GSA Map Viewer*, <https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management/Groundwater-Sustainable-Agencies>, accessed November 3, 2022.

² City of Oceanside, *Oceanside Master Plan of Drainage Update 2012*, Atlas Page F, *Existing Storm Drains*.



- ii. ***Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?***

Potentially Significant Impact. The project is anticipated to result in changes to the impervious surfaces on-site, which would alter drainage conditions, compared to the existing condition. The EIR will analyze the project's potential to result in flooding on-site or off-site.

- iii. ***Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

Potentially Significant Impact. As stated in Response 4.10(c), the future buildout of the proposed project could result in an increase rate of the amount of surface runoff. Analysis of pre- and post-development runoff volumes will be evaluated in the EIR to determine whether existing and planned stormwater drainage systems have adequate capacity to accommodate such volumes.

- iv. ***Impede or redirect flood flows?***

Potentially Significant Impact. Refer to Response 4.10(c)(ii) and 4.10(c)(iii).

- d) ***In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

No Impact.

Flood Hazard

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.³ No impacts would occur in this regard.

Seiche

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.

Tsunami

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.⁴ No impact would occur in this regard.

- e) ***Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

Potentially Significant Impact. As discussed, future development associated with the proposed project would result in an increase in development and usage, which may impact the existing water quality of

³ Federal Emergency Management Agency, *Flood Insurance Rate Map #06073C0734J*, December 20, 2019.

⁴ 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.



stormwater runoff. The EIR will analyze whether the project would conflict with or obstruct implementation of the San Diego RWQCB's *Water Quality Control Plan for the San Diego Basin* (9).⁵ Consideration of implementation of the Municipal Separate Storm Sewer Systems (MS4) and NPDES permits and Storm Water Pollution Prevention Plan (SWPPP) or Water Pollution Control Program (WPCP) will be made. It should be noted that there are no identified groundwater basins underlying the project site; no impacts are anticipated in this regard.⁶

⁵ San Diego Regional Water Quality Control Board, *Water Quality Control Plan for the San Diego Basin* (9), September 1994.

⁶ California Department of Water Resources, *GSA Map Viewer*, <https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management/Groundwater-Sustainable-Agencies>, accessed November 3, 2022.



4.11 LAND USE AND PLANNING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	✓			

a) *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, 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.

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?*

Potentially Significant Impact. 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 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). 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). The CHVSP envisions the transit center as a transit-oriented development that becomes an extension of the downtown business area. The plan depicts this site as in-fill mixed use that should incorporate a town square and transit facilities and reconnect Cleveland Street.



The proposed project would not be permitted under the current land use designations or existing zoning for the site. A General Plan Amendment is proposed to change the general plan land use designation of the project site from those listed above to "Specific Plan" (SP). The project also proposes a Change of Zone from those listed above to "Specific Plan" (SP). Other discretionary approvals that would be required include a Specific Plan (Oceanside Transit Center [OTC] Specific Plan), Local Coastal Program Amendment, Regular Coastal Development Permit, and Vesting Tentative Tract Map, as well as potential subsequent approvals (e.g., Conditional Use Permit[s], Site Development Review, and applicable grading and building permits). A consistency analysis of the proposed project with the City's General Plan and Zoning Code as well as the San Diego Association of Governments (SANDAG) *2021 Regional Plan* will be conducted in the EIR to determine any potential conflicts.



4.12 MINERAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

a) *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).¹ 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 4.12(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.

¹ 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.



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4.13 NOISE

<i>Would the project result in:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	✓			
b. Generation of excessive groundborne vibration or groundborne noise levels?	✓			
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

- a) ***Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Potentially Significant Impact. Noise from future development construction activities would be generated by two primary sources: 1) the transport of workers and equipment to and from the construction site; and 2) the noise related to active construction equipment and operations. These noise sources could result in impacts to nearby sensitive receptors which include single-family and multi-family residences.

The future build out of the project would also generate long-term operational noise through new stationary and mobile noise sources associated with the proposed mixed-use development (e.g., vehicular traffic; heating, cooling, and ventilation units; and landscaping maintenance). The EIR will evaluate the existing noise environment and the potential for project-generated short- and long-term noise to substantially increase existing noise levels at surrounding sensitive uses based on applicable noise standards.

- b) ***Generation of excessive groundborne vibration or groundborne noise levels?***

Potentially Significant Impact. Groundborne vibration or noise would primarily be associated with demolition, grading/excavation, and paving activities for the project. These temporary increased levels of vibration could impact structures or vibration-sensitive receptors surrounding the project site and will be evaluated in the EIR.

- c) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

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.



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4.14 POPULATION AND HOUSING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	✓			
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			✓	

- a) *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)?*

Potentially Significant Impact. A project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure. The project would involve demolishing existing structures on-site to construct a new mixed-use transit-oriented community. Therefore, project implementation could induce direct population growth in the City through development of new residences and indirectly through new employment opportunities. As such, potential impacts involving unplanned population growth will be evaluated in the EIR.

- b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

Less than Significant 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 2.0, Project Description, the project involves the demolition of existing structures that support transit uses, 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. A less than significant impact would result in this regard.



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4.15 PUBLIC SERVICES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	✓			
ii) Police protection?	✓			
iii) Schools?	✓			
iv) Parks?	✓			
v) Other public facilities?	✓			

- a) ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

i. ***Fire protection?***

Potentially Significant Impact. The City of Oceanside Fire Department (OFD) serves the project site. The closest station to the project site is OFD Station No. 1 located approximately 0.30-mile to the north at 714 Pier View Way. The proposed project would introduce new office/retail businesses, hospitality, and residents into the OFD service area. The OFD will be contacted to confirm relevant existing conditions, project impacts, and recommended mitigation measures, if necessary. The evaluation in the EIR will focus on the potential alteration of existing facilities, extension, or expansion of new facilities, and the increased demand on services based on the proposed development. The EIR will evaluate the ability of the project to receive adequate service based on applicable City standards and, where adequate services are not available, will identify the effects of inadequate service, and recommend mitigation measures, if necessary.

ii. ***Police protection?***

Potentially Significant Impact. The City of Oceanside Police Department (OPD) serves the project site. The closest station to the project site is located approximately 3.6 miles to the northeast at 3855 Mission Avenue. The OPD will be contacted to confirm relevant existing conditions, project impacts, and recommended mitigation measures, if necessary, as they relate to police protection services. The evaluation in the EIR will focus on the potential alteration of existing facilities, extension, or expansion of new facilities, and the increased demand on police protection services based on the proposed development. The EIR will evaluate the ability of the project to receive adequate service based on applicable City standards and, where adequate services are not available, will identify the effects of inadequate service, and recommend mitigation measures if necessary.



iii. Schools

Potentially Significant Impact. The project site is served by the Oceanside Unified School District (OUSD) for grades K through 12. OUSD has 27 schools within the City. The OUSD will be contacted to confirm relevant existing conditions, project impacts, and recommended mitigation measures, if necessary, as they relate to educational services and facilities. Evaluation in the EIR will focus on the potential increased demand for school facilities due to the future residents on-site. As such, the EIR will include further evaluation of the potential project impacts in this regard.

iv. Parks?

Potentially Significant Impact. Implementation of the proposed project will construct a new mixed-use development, introducing new residents to the project area. Future residents on-site could increase the demand for park facilities. As such, the EIR will include further evaluation of the potential project impacts in this regard.

v. Other public facilities?

Potentially Significant Impact. Library services for the City are provided by the City of Oceanside Public Library system. The project site would be served by the Civic Center branch, located 0.2-mile to the north at 220 North Coast Highway. The project would introduce new residents into the City that could impact existing library services at the Civic Center Library and other public libraries within the Oceanside Public Library system. Impacts in this regard will be further evaluated in the EIR.



4.16 RECREATION

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	✓			
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	✓			

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

Potentially Significant Impact. Refer to Response 4.15(a)(iv).

- 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?*

Potentially Significant Impact. Refer to Response 4.15(a)(iv).



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4.17 TRANSPORTATION

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	✓			
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	✓			
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	✓			
d. Result in inadequate emergency access?	✓			

- a) ***Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

Potentially Significant Impact. Future buildout of the proposed project would result in an increase in on-site population that could result in changes in circulation for all modes of transportation. The project's impacts on existing transit, roadway, bicycle, and pedestrian facilities will be evaluated in the EIR.

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

Potentially Significant Impact. The mix of land uses proposed by the project could result in increased vehicle miles travelled (VMT). As such, further evaluation of the project's potential VMT impacts will be included in the EIR.

- c) ***Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

Potentially Significant Impact. The proposed project would influence circulation in the project area through additional trip generation, site ingress/egress points, and potential temporary lane closures during construction. The potential for geometric design hazard features or incompatible uses will be further studied in the EIR.

- d) ***Result in inadequate emergency access?***

Potentially Significant Impact. The project's short- and long-term impacts related to emergency response and evacuation will be considered in the EIR.



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4.18 TRIBAL CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	✓			
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 Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	✓			

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to “begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project.” Section 21074 of AB 52 also defines a new category of resources under CEQA called tribal cultural resources.” Tribal cultural resources are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

California Senate Bill (SB) 18 states that prior to a local (City or County) government’s adoption of any general plan or specific plan, or amendment to general and specific plans, or a designation of open space land proposed on or after March 1, 2005, the city or county shall conduct consultations with California Native American tribes for the purpose of preserving or mitigating impacts to Cultural Places. The intent of SB 18 is to establish meaningful consultation between tribal governments and local governments (“government-to-government”) at the earliest possible point in the planning process so that cultural places can be identified and preserved and to determine necessary levels of confidentiality regarding Cultural Place locations and uses.

On February 19, 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the amendments to Appendix G of the CEQA Guidelines, and these amendments are addressed within this Initial Study.



- a) ***Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***

- i) ***Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or***

Potentially Significant Impact. The project site is developed with the existing NCTD transit center and is surrounded by urban development. The EIR will include a California Historical Resources Information System (CHRIS) records search request from the South Coastal Information Center (SCCIC) for the project area and a 0.5-mile search radius. The results will be prepared in a Cultural Resources Study and the EIR will determine if any known tribal historical resources are present on-site or the immediate vicinity.

- ii) ***A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

Potentially Significant Impact. The project would require demolishing the existing structures and grading the site for construction of the proposed mixed-use development. In compliance with AB 52 and SB 18, the City will distribute letters to potentially affected tribes for consultation regarding the proposed project. The EIR will include further analysis related to tribal cultural resources potentially affected by the project, if any, that may be subject to criteria set forth in Public Resources Code Section 5024.1(c).



4.19 UTILITIES AND SERVICE SYSTEMS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	✓			
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	✓			
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	✓			
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	✓			
e. Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?	✓			

- a) ***Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Potentially Significant Impact.

Water and Wastewater

The City of Oceanside Water Utilities Department provides existing water service to the project site. The project would introduce new development that would result in an increase in water usage, compared to the existing condition. The EIR will analyze the proposed project's water demand and wastewater generation. Consideration of the existing water and wastewater utility infrastructure will be documented. The City's Water Utilities Department will be contacted to confirm relevant existing conditions, potential project impacts, and recommended mitigation measures, if necessary. These potential impacts will be further evaluated in the EIR.

Stormwater Drainage

The project site currently drains off-site in three separate directions. Redevelopment of the project site into the proposed mix-use development could change runoff rates or volumes, possibly affecting drainage in the project area. A Hydrology/Drainage Study will be prepared to determine whether the existing storm drain system in the project area can accommodate storm events in the proposed development conditions. Potential impacts will be further evaluated in the EIR.



Dry Utilities

San Diego Gas & Electric (SDGE) provides existing electrical and natural gas services to the project site. AT&T and Cox Communication would provide telecommunication services. Future residents and patrons of the proposed project would utilize these existing services. Potential impacts due to the need for dry utility services will be further evaluated in the EIR.

- b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?***

Potentially Significant Impact. As discussed in Response 4.19(a), water supplies for the project site are provided by the City of Oceanside Water Utilities Department. The project would introduce new development that would result in an increase in water usage, compared to the existing condition. A Water Supply Assessment (WSA) will be prepared in accordance with Senate Bill 610 (SB 610) to analyze the project's anticipated water demand and whether existing water supply sources and facilities would be able to accommodate such demand and, where adequate services are not available, would identify the effects of inadequate service, and recommended mitigation measures, if necessary. The EIR will analyze whether there is sufficient water supply to meet the project's estimated water demand in addition to reasonably foreseeable future development during normal, dry, and multiple dry years. Potential impacts will be further evaluated in the EIR.

- 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?***

Potentially Significant Impact. Refer to Response 4.19(a). The EIR will analyze whether the City of Oceanside Water Utilities Department has adequate capacity to serve the project plus existing commitments.

- d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

Potentially Significant Impact. The City contracts solid waste collection services with Waste Management, Incorporated; within the City, Waste Management disposes its solid waste at the North County Limited Volume Transfer Operation at 2141 Oceanside Boulevard in Oceanside.¹ Development of the proposed project is anticipated to result in increased generation of solid waste, compared to the existing condition. Further evaluation of the change in solid waste generation and increased demand on the local landfills will be provided in the EIR.

- e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?***

Potentially Significant Impact. AB 939, the Integrated Waste Management Act of 1989 (California Public Resources Code Sections 40000 et seq.), requires all local governments to develop source reduction, reuse, recycling, and composting programs to reduce tonnage of solid waste going to landfills. Cities must divert at least 50 percent of their solid waste generation into recycling. Compliance with AB 939 is measured for each jurisdiction, in part, as actual disposal amounts compared to target disposal amounts. Actual disposal amounts at or below target amounts comply with AB 939.

¹ CalRecycle, *SWIS Facility/Site Search*. <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/5949?siteID=4589>, accessed October 17, 2022.



AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991 (California Public Resources Code Sections 42900 et seq.) required the California Integrated Waste Management Board to develop a model ordinance requiring adequate areas for the collection and loading of recyclable materials in development projects. Local agencies were then required to adopt and enforce either the model ordinance or an ordinance of their own by September 1, 1993.

Overall, the project would be required to comply with Federal, State, and local management and reduction statutes and regulations related to solid waste. As discussed in Response 4.19 (d), the proposed mix-use development would result in an increase in generation of solid waste in the area, compared to the existing condition. As such, the proposed project's generation of solid waste, proposed recycling/reduction measures, and existing regulatory requirements will be further evaluated in the EIR.



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4.20 WILDFIRE

<i>If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✓
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓

a) 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).¹ Further, the project site is not located in or near a Very High Fire Hazard Severity Zone (VHFHSZ).² 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 4.20(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 4.20(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 4.20(a).

¹ CAL FIRE, *FHSZ Viewer*, <https://egis.fire.ca.gov/FHSZ/>, accessed August 17, 2022.

² Ibid.



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4.21 MANDATORY FINDINGS OF SIGNIFICANCE

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	✓			
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a 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)?	✓			
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	✓			

- a) *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Potentially Significant Impact. Section 4.4, *Biological Resources*, Section 4.5, *Cultural Resources*, Section 4.18, *Tribal Cultural Resources*, and Section 4.7, *Geology and Soils*, concluded that biological, historical, archaeological, tribal cultural, and paleontological resources may be adversely impacted by project development. Therefore, further analysis will be conducted as part of the EIR in order to determine if the proposed project would result in substantial degradation of the quality of the environment, such that rare or endangered species are reduced or restricted, as well as if the proposed project would result in the elimination of important examples of the major period of California history or prehistory.

- b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a 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)?*

Potentially Significant Impact. A significant impact may occur if a proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. Further analysis will be conducted as part of the EIR to determine whether the project would have impacts that are individually limited, but cumulatively considerable.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*



Potentially Significant Impact. As concluded within this Initial Study, project implementation could result in potentially significant environmental impacts that cause adverse effects on human beings. Therefore, further analysis will be conducted as part of the EIR.



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