PUBLIC REVIEW DRAFT

Program Environmental Impact Report

Pier View Way Bridges & Lifeguard Headquarters and Beachfront Facilities Phase II

NOVEMBER 2025

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing material
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
APE	area of potential effect
BCC	Bird of Conservation Concern
BEIER	Built Environment Inventory and Evaluation Report
BFE	base flood elevation
BMP	best management practice
BUG	backlight, up light, and glare
BUSD	Bonsall Unified School District
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire Protection
CalOES	California Office of Emergency Services
CAMUTCD	California Manual on Uniform Traffic Control Devices
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDIP	Coastal Data Information Program
CEA	Clean Energy Alliance
CEC	California Energy Commission
CEPA	California Environmental Protection Agency
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CFC	California Fire Code
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGS	California Geological Survey
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency

Acronym/Abbreviation	Definition
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CUPA	Certified Unified Program Agency
CUSD	Carlsbad Unified School District
dBA	A-weighted decibel
DEHQ	San Diego County Department of Environmental Health and Quality
DPH	California Department of Public Health
DPM	diesel particulate matter
ECAE	Energy and Climate Action Element
ECLU	Efficient and Compatible Land Use
EISA	Energy Independence and Security Act
EMI	Earth Mechanics, Inc
EO	Executive Order
EOP	Emergency Operations Plan
EPA	U.S. Environmental Protection Agency
ESA	federal Endangered Species Act
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FICON	Federal Interagency Committee on Noise
FR	Federal Register
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	greenhouse gas
GIS	geographic information system
GPU	General Plan Update
GWP	global warming potential
HAP	hazardous air pollutant
HCD	California Department of Housing and Community Development
HLC	Healthy and Livable Community
HMBP	Hazardous Materials Business Plan
HRA	health risk assessment
HUC	Hydrologic Unit Code
HVAC	heating, ventilation, and air conditioning
IBC	International Building Code
ICT	Information and Communication Technologies
IEPR	Integrated Energy Policy Report
IFC	International Fire Code
IM	Integrated Mobility
IP	Invertebrate Paleontology
IPCC	Intergovernmental Panel on Climate Change

Acronym/Abbreviation	Definition
ips	inches per second
ISO	International Organization for Standardization
JSAB	Junior Seau Amphitheater and Bandshell
JSBCC	Junior Seau Beach Community Center
kBTU	kilo–British thermal units
LBP	lead-based paints
LCFS	Low Carbon Fuel Standard
LCP	Local Coastal Program
L_{dn}	day/night average sound level
LHMP	Local Hazard Mitigation Plan
LOS	level of service
LRA	Local Responsibility Area
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
MCB	Marine Corps Base
MHCP	Multiple Habitat Conservation Program
MHHW	Mean Higher High Water
MHMP	Multi-Jurisdictional Hazard Mitigation Plan
MLD	Most Likely Descendant
MLLW	Mean Lower Low Water
MM	Mitigation Measure
MMT	million metric tons
MOP	Monitoring and Prediction
MPH	miles per hour
MPO	Metropolitan Planning Organization
MT	metric tons
MW	megawatts
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NAICS	North American Industry Classification System
NCTD	North County Transit District
NFPA Documents	National Fire Protection Association codes, standards, recommended practices, and guides
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NIMS	National Incident Management System
NO_2	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
OFD	Oceanside Fire Department

Acronym/Abbreviation	Definition
OHPAC	Oceanside Historical Preservation Advisory Commission
OPC	Ocean Protection Council
OPR	Governor's Office of Planning and Research
OTC	Oceanside Transit Center
OUSD	Oceanside Unified School District
PBDB	Paleobiology Database
PCE	Passenger Car Equivalent
PDF	Project Design Feature
PEIR	Programmatic Environmental Impact Report
Project or Proposed Project	Pier View Way Bridge and Lifeguard Headquarters and Beachfront Phase II Project
PV	photovoltaic
$PM_{2.5}$	particulate matter less than or equal to 2.5 microns in diameter
PM_{10}	particulate matter less than or equal to 10 microns in diameter
PPV	peak particle velocity
PRC	Public Resources Code
RAQS	Regional Air Quality Strategy
RC	Remarkable Community
RCNM	Roadway Construction Noise Model
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act
RFS	Renewable Fuel Standard
ROW	right-of-way
RPS	Renewables Portfolio Standard
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAFE-1	Safer Affordable Fuel-Efficient Vehicles Rule Part One: One National Program
SANDAG	San Diego Association of Governments
SB	Senate Bill
SCIC	South Coastal Information Center
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SDAQMD	San Diego Air Quality Management District
SDG&E	San Diego Gas and Electric Company
SDNMH	San Diego Natural History Museum
SEMS	Standardized Emergency Management System
SFHA	Special Flood Hazard Area
SHPO	State Historic Preservation Officer
SIP	state implementation plan
SLC	California State Lands Commission
SLF	Sacred Lands File
SLM	sound level meter

Acronym/Abbreviation	Definition
SLR	sea level rise
SLR-VA	Sea Level Rise Vulnerability Assessment
SO_2	sulfur dioxide
SPL	sound pressure level
SR	State Route
SRE	Safe and Resilient Environment
SSCSP	Smart and Sustainable Corridors Plan
ST	short-term
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
SWQMP	Storm Water Quality Management Plan
TAC	toxic air contaminant
TFIC	Traffic Forecast Information Center
TCP	Traffic Control Plan
TCR	Tribal Cultural Resource
TMDL	total maximum daily load
TPA	Transit Priority Area
TWL	Total Water Level
UCMP	California Museum of Paleontology
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound
VSR	Vital and Sustainable Resources
VUSD	Vista Unified School District
WCPZ	Wildlife Corridor Planning Zone
WPA	Works Progress Administration
WQIP	water quality improvement plan
ZEV	zero-emission vehicle

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Executive Summary

ES.1 Introduction

This programmatic environmental impact report (PEIR) has been prepared by the City of Oceanside (City) as lead agency pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Section 15000 et seq.). This PEIR has been prepared to evaluate the environmental impacts associated with implementation of the Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II Project (Project).

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

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

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

ES.2 Project Description and Location

ES.2.1 Project Location

The Project site consists of three parcels located within the western portion of the City of Oceanside (City), in the western portion of San Diego County (County) (Figure 3-1, Project Location, in Chapter 3, Project Description). The Project site is on the west side of North Pacific Street along the Pacific Ocean and Oceanside City Beach between Civic Center Drive and Parking Lot No. 28 to the north and 1st Street to the south. The Project site is bound by residential uses to the north, North Pacific Street, the Club Wyndham Oceanside Pier Resort, and Mission Pacific Beach Resort to the east, Strand Beach Park and residential uses to the south, and the Pacific Ocean to the west. The Project site is currently developed with the Pier View Way Bridges and Lifeguard Headquarters, the Junior Seau Beach Community Center (JSBCC), the Junior Seau Amphitheater and Bandshell, the Beach Operations Center, and Betty's Lot/Parking Lot No. 30. The Project site is within the Downtown Redevelopment area and within the Coastal Zone per the City's Local Coastal Program. The Project site is zoned for Downtown District, Subdistrict 15 (D-15).

ES.2.2 Project Description

The proposed Project consists of reconstruction and redevelopment of the Pier View Way Bridges and Lifeguard Headquarters and the City's beachfront facilities including the Lifeguard Support Center, the JSBCC, and the Junior Seau Amphitheater and Bandshell.

The Pier View Bridges reconstruction would include replacing components with materials that preserve the original look, feel, and defining characteristics of the existing structure. The reconstruction would include new structural columns that match the existing dimensions, to the extent feasible, while meeting current design codes. The approach aims to extend the new bridges' lifespan to around 75 to 100 years by using high-quality materials and construction techniques that adhere to modern design and seismic standards. The Lifeguard Headquarters in its current location is an integrated feature of the Pier Bridges and provides critical views of and access to the shoreline and surrounding public areas. As part of the Pier View Way Bridges, the Lifeguard Headquarters would be reconstructed to match the existing 3,715 square foot historic shell configuration. A new proposed space layout and floor plan under would be incorporated to retain and optimize key space requirements to preserve essential operations and maximize public safety at the current location. The Lifeguard Headquarters would be reconstructed in its original location to the west of The Strand. All other Lifeguard Service support operations and staffing would be housed in the proposed new Lifeguard Operations Building.

The Lifeguard Operations Building would provide for Lifeguard Service needs and incorporate a public view deck amenity at the Pacific Street level. The first through the third floor would provide the necessary lifeguard service space. These new lifeguard facilities would introduce additional and expanded operations; however, the proposed location and design would be incorporated within the already developed area and all surrounding uses, including the visitor-serving commercial restaurant, would be preserved and/or replaced.

The Project includes various improvements to the existing community plaza area, located between the JSBCC and Junior Seau Amphitheater and Bandshell and within the limits of the Pier View Way Bridges. Improvements would provide ADA access to both The Strand and the beach, improved viewing areas, additional safety amenities, continued visitor-serving dining options, a new landscaping concept, and public art. These improvements would elevate the existing plaza, fostering better connectivity and between each of the key elements of the Project area, from JSBCC to the north down to Betty's Lot to the south. These improvements and enhanced amenities are intended to serve the community, increase accessibility, preserve passive recreation opportunities, and maintain overall connectivity between features contained within the Project area.

The Project proposes cosmetic and non-structural improvements to the JSBCC. The renovated JSBCC would include repairs/replacements of interior components such as flooring, lights, windows, doors, and new building interior and exterior code required upgrades. The improvements would also include code required disabled access improvements, such as path of travel modifications to the building entrance and replacement of existing restrooms. The existing uses of the JSBCC, including multiple recreational activities such as basketball, pickleball, tai chi, day camps, wheelchair sports, after school programs, and special events (weddings, birthdays, and dances) are not anticipated to change. Staffing of the JSBCC would remain the same, and building operations are expected to be maintained.

The existing amphitheater would be replaced with a reduced profile amphitheater which would seat 1,419 at new bench seating and 26 wheelchair seats; 312 seats would be accommodated at the Strand-level seating area; therefore, the reconstructed amphitheater would include a total of 1,757 seats, with wheelchair seats distributed throughout the facility. An additional 13,638 square feet of floor area improvements on two levels underneath the

new amphitheater would include storage, event production space, a green room, dressing rooms, utility support rooms, and restrooms designed for events. The new amphitheater, including the described floor area improvements, would provide for continued use and enjoyment of this event venue and would be built as a new facility within the same footprint and as part of a fully developed location. The existing bandshell would be replaced with a new and slightly larger bandshell. The chosen design option would be designed to increase the stage volume as compared to the existing bandshell and would include upgrades to electrical power, lighting, and audiovisual infrastructure to support the wide variety of events at the amphitheater. The Strand-level seating area would include a wider sidewalk to accommodate for the large volume of people entering and exiting the venue. The new bandshell would be built within the same general footprint of the existing bandshell and would be built as part of a fully developed set of public facilities.

ES.2.3 Project Objectives

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

1. Continue to provide public facilities, public parks, open spaces, and other public oriented uses in their current location and with the necessary improvements to ensure continued long-term safe use, patronage, and enjoyment.
2. Provide and maintain a wide range of public recreation areas, beach support facilities, and visitor-serving facilities, commensurate with need.
3. Protect, enhance, and maximize public enjoyment of Coastal Zone scenic resources.
4. Through its land use and public works decisions, protect, enhance, and restore the visual quality of urban environment.
5. Facilitate long-term investment in revitalizing heavily used public spaces such as roads, beachfront areas, and the pier, including seismic safety, sea level rise resilience, ADA compliance, accessibility.
6. Maintain and enhance public safety services.
7. Leverage and invest in City infrastructure through approved Measure X funding.
8. Provide additional community recreation programming, open space, and parking at the beachfront, configured in a way that accounts for potential long-term sea-level rise.
9. Enhance Oceanside's cityscape through creative placemaking to encompass programming, public art, and other "soft" forms of cultural vitality.
10. Focus public facility investments on the modernization and upgrades to current codes and improved function while restoring the character of the original facilities.
11. Preserve and enhance access to and along the coast and within and across the Project area.
12. Target Sites for public art projects in places identified through the O'Arts Planning process as supportive of the goals of the plan and aligned with community desires.

ES.2.4 Discretionary Actions

Consistent with the City's General Plan and zoning ordinance, the Project requires certain entitlements be submitted, reviewed, and approved by the City.

California Coastal Commission

The requested entitlements include a Coastal Development Permit. The Project falls within the jurisdiction of both the California Coastal Commission and the City of Oceanside, and rather than applying for individual permits from each agency for sections of the Project, one consolidated Coastal Development Permit issued by the Coastal Commission will be prepared encompassing the entire Project site. Key coordination points with Coastal Commission staff include the following:

- Locally designated historic structures must be preserved, including the western building used by the lifeguards
- There will be no expansion of the bridges or community center existing footprints.
- Existing lifeguard uses that are essential for emergency response will remain at the existing lifeguard facility on the beach.
- Lifeguard uses that are not essential for emergency response will be relocated to the new eastern facility that is farther from hazards.
- Existing lifeguard building will maintain existing riprap protection but will not expand or augment the protection feature in any way in a post construction scenario.
- The new eastern facility will include lifeguard uses as well as public spaces, plus a replacement for the existing lower-cost food establishment.
- A full sea level rise analysis will be done for the Project, incorporating the methodology described in the CCC Sea Level Rise Guidance for Critical Infrastructure. In general, the Project will seek to minimize exposure to coastal hazards.

State Land Commission

The California State Lands Commission (SLC) has notification and comment authority over the Project, specific to any dredge or fill resulting from construction activities. The anticipated construction activities will need to fully define the limits of disturbance, the depth of excavations, and the delineation of those activities within westerly limits of the permanently defined ordinary high-water mark as defined in the Boundary Line Agreement 37 (February 11, 1963) and the Chapter 217, Statutes of 1963 – Service Agreement (April 14, 1965). The written notification will need to be inclusive of the above-described delineations and construction activity limits.

The key points of coordination and corresponding submittal requirements will include the following:

- A description of the dredging to be conducted, including a map and land description showing the area and Project site.
- A description of the amount of material to be dredged, disposal amount, location, and means of disposal, if available.
- The time and manner in which dredging is to occur.
- The relevant permits, authorizations, and approvals that exist or must be obtained to complete dredging, including the USACE Section 10 Permit, RWQCB Section 401 Certification, Coastal Development Permit, and CEQA Program Environmental Impact Report.
- A declaration that the dredging is necessary and why and a declaration that the dredging is consistent with the statutory trust grant.

- A statement with supporting documents that explains whether the City anticipates receiving any revenue from the materials to be dredged, and, if so, in what amounts.
- The City may presume that a dredging lease is not required if the following conditions are also met:
  - The dredged material is disposed of at an approved on or offshore disposal site.
  - The dredged material is not sold.
  - The dredging is consistent with the proper management of the granted public trust lands.

Consistent with the above description of notifications and supporting coordination points, Dudek will work with the City and the design team, including Moffatt & Nichol and Johnson Favaro, to develop and assemble the required documentation for submittal. Dudek will also proactively work with the SLC to ensure a project understanding the timely completion of the SLC's concurrence.

U.S. Army Corps of Engineers

The USACE jurisdictional purview for the Project will be through Section 10 of the Rivers and Harbors Act of 1899, which requires authorization for the construction or repair of any structure in, over, or beneath navigable waters of the United States. Navigable waters of the United States are those that are subject to the ebb and flow of the tide and/or are used or may be used to transport interstate or foreign commerce (i.e., Pacific Ocean). Section 10 jurisdiction in tidal waterways extends to the mean high-water line and is defined by the line on the shore established by the average of all high tides, typically over an extended period. The Section 10 application includes structures or work if the structure or work affects the course, location, or condition of the water body. The law applies to any dredging or disposal of dredged materials, excavation, filling, re-channelization, or any other modification of a navigable water of the United States, and applies to all structures, from the smallest floating dock to the largest commercial undertaking. It further includes, without limitation, any wharf, dolphin, weir, boom breakwater, jetty, groin, and bank protection (e.g., riprap, revetment, bulkhead).

Based on the regulatory requirements defined above and a detailed understanding of the proposed Project improvements, Dudek will work in a coordination manner with the City, Moffatt & Nichol, and Johnson Favaro to prepare an application for verification under the Nationwide Permit program. The application and supporting materials will address any work at or below the mean high-tide line in the Project area. In concert with the City and consultant team members, Dudek will also conduct pre-application coordination with USACE staff to determine the appropriate Nationwide Permit for the Project and facilitate timely permitting approval.

Regional Water Quality Control Board

Section 401 of the federal Clean Water Act specifies that states must certify that any activity subject to a permit issued by a federal agency, such as the USACE, meets all state water quality standards. In the state of California, the State Board and the regional boards are responsible for taking certification actions for activities subject to any permit issued by the USACE pursuant to Section 404 of the federal Clean Water Act or Section 10 of the Rivers and Harbors Act of 1899. Where federal jurisdiction is concurrent, meaning there are no isolated waters of the state, discharges into waters of the state are regulated by the San Diego Regional Water Quality Control Board (RWQCB) under Section 401 of the federal Clean Water Act.

Based on these regulatory parameters and an understanding of the Project's proposed suite of improvements, Dudek will work with Moffatt & Nichol, Johnson Favaro, and the City to prepare an application for Section Water Quality

Certification that fully addresses any work at or below the mean high-water line in the Project area. This will include both temporary and permanent impacts associated with construction and future post-construction operations.

City of Oceanside

As the lead agency and Project proponent, the City of Oceanside will be the approving agency for the Project, including review and approval of this Draft PEIR. Additional approvals, associated with the City's project development process will include separate approvals or permits for building, grading, demolition, encroachment, and entitlements.

ES.3 Areas of Controversy

Pursuant to Section 15082 of the CEQA Guidelines, the City circulated a Notice of Preparation (NOP) published January 19, 2024, to interested agencies, organizations, and parties. The NOP was also sent to the State Clearinghouse at the California Office of Planning and Research. The State Clearinghouse assigned a state identification number (State Clearinghouse No. 2024010611) to this PEIR.

A public scoping meeting was held on February 7, 2024, at 6:00 p.m. at the El Corazon Event Center (3306 Senior Center Drive in the City of Oceanside) to gather additional public input. The initial 30-day public scoping period ended on February 19, 2024.

Comments received during the NOP public scoping period were considered as part of the preparation of this PEIR. The NOP and written comments are included in Appendices A-1 and A-2 to this PEIR. Comments covered various topics, including the palm trees and native species on the bluff, tram access, acoustics of the bandshell, and cultural and tribal cultural resources. Public scoping comments regarding the proposed Project's potential impact on the environment under CEQA were evaluated as part of the preparation of this PEIR. More specifically, native plant species on the bluff and palm trees are discussed in Section 4.3, Biological Resources; access to the Beachfront Facilities discussed in Section 4.14, Traffic and Circulation; acoustics of the Junior Seau Bandshell are addressed in Section 4.11, Noise; and potential to impact cultural or tribal cultural resources are discussed in Section 4.4, Cultural Resources, and Section 4.15, Tribal Cultural Resources.

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

ES.4 Effects Not Found to Be Significant

The Project would result in no impact or less-than-significant impacts in the following CEQA topic areas: aesthetics, agriculture and forestry resources, air quality, energy, greenhouse gas emissions, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, traffic and circulation, utilities and service systems, and wildfire.

ES.5 Impacts Determined to Be Significant

Table ES.5-1 provides a summary of significant project-related impacts pursuant to the CEQA Guidelines Section 15123(b)(1). Impacts associated with biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, and tribal cultural resources were identified as significant. However, implementation of mitigation measures would reduce those potentially significant impacts to less-than-significant levels.

Table ES.5-1. Summary of Significant Environmental Impacts

Environmental Topic	Mitigation Measures	Level of Significance After Mitigation
Biological Resources		
Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	**MM-BIO-1 Nesting Bird Surveys.** Construction-related ground-disturbing activities (e.g., clearing/grubbing, grading, and other intensive activities) that occur during the breeding season (typically February 1 through September 15) shall require a one-time biological survey for nesting bird species to be conducted within the limits of grading and a 500-foot buffer within 72 hours prior to construction. This survey is necessary to ensure avoidance of impacts to nesting raptors and/or birds protected by the federal Migratory Bird Treaty Act and California Fish and Game Code, Sections 3503 and 3513. If any active nests are detected, the area shall be flagged and mapped on the construction plans or a biological resources figure, and the information provided to the construction supervisor and any personnel working near the nest buffer. Active nests will have buffers established around them (e.g., 250 feet for passerines and 500 feet for raptors) by the Project biologist in the field with brightly colored flagging tape, conspicuous fencing, or other appropriate barriers or signage. The Project biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to avoid inadvertent impacts to these nests. The Project biologist may adjust the 250-foot or 500-foot setback at their discretion depending on the species and the location of the nest (e.g., if the nest is well protected in an area buffered by dense vegetation). However, if needed, additional qualified monitors shall be provided in order to monitor active nests or other Project activities in order to ensure all the Project biologist's duties are completed. Once the nest is no longer occupied for the season, construction may proceed in the setback areas. **MM-BIO-2 Temporary Installation of Fencing.** To prevent inadvertent disturbance to areas outside the limits of the Project for each phase, the contractor shall install temporary fencing, or utilize existing fencing, along the limits of grading.	Less than significant
Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	**MM-BIO-1; MM-BIO-2**	Less than significant

Table ES.5-1. Summary of Significant Environmental Impacts

Environmental Topic	Mitigation Measures	Level of Significance After Mitigation
Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	MM-BIO-1; MM-BIO-2	Less than significant
Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	MM-BIO-1; MM-BIO-2	Less than significant
Cultural Resources		
Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	MM CUL-1 Prior to the issuance of a grading permit, the applicant shall provide written verification to the City that a qualified archeologist has been retained to implement the monitoring program. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program. Should monitoring of initial ground disturbance determine that there is a low potential for identifying cultural resources, such as excavations reaching geological formations, the monitoring program should be reduced or terminated. MM-CUL-2 Unanticipated Discovery of Cultural Resources. In the event that cultural resources (sites, features, or artifacts) are exposed during construction activities for the Project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards can evaluate the significance of the find. Construction activities may continue in other areas but should be redirected to a safe distance from the find. If the new discovery is evaluated and found to be significant under CEQA and avoidance is not feasible, additional work such as data recovery may be warranted. In such an event, a data recovery plan should be developed by the qualified archaeologist in consultation with the City and Native American representatives, if applicable. Ground disturbing work can continue in the area of the find only after impacts to the resources have been mitigated and with City approval.	Less than significant

Table ES.5-1. Summary of Significant Environmental Impacts

Environmental Topic	Mitigation Measures	Level of Significance After Mitigation
	MM-CUL-3 Unanticipated Discovery of Human Remains. In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code Section 5097.98, the NAHC must immediately notify the person or persons it believes to be the MLD from the deceased Native American. The MLD shall complete inspection within 48 hours of being granted access to the site and make recommendations for the treatment and disposition, in consultation with the property owner, of the human remains.	
Would the Project disturb any human remains, including those interred outside of formal cemeteries?	**MM-CUL-3**	Less than significant
Geology and Soils		
Would the Project disturb any human remains, including those interred outside of formal cemeteries?	**MM-GEO-1** Paleontological Resources (reproduced below from the City of Oceanside Mitigation Monitoring and Reporting Program, Table 9-1, of the Onward Oceanside – General Plan Update, Phase 2 Draft PEIR [Recon 2024]): Prior to the issuance of grading permits, the applicant shall provide written confirmation to the City of Oceanside that a qualified paleontologist been retained. A qualified paleontologist is defined as an individual with an MS or PhD in paleontology or geology who is familiar with paleontological procedures and techniques and has expertise in local geology, stratigraphy, and biostratigraphy. The qualified paleontologist shall perform the following: ▪ Attend the pre-construction meeting and provide worker environmental awareness training at the preconstruction meeting as well as at the jobsite the day grading is to be initiated. In addition, the qualified paleontologist shall inform the grading contractor and City Engineer of the paleontological monitoring program methodologies.	Less than significant

Table ES.5-1. Summary of Significant Environmental Impacts

Environmental Topic	Mitigation Measures	Level of Significance After Mitigation
	▪ Identification of where paleontological monitoring of excavations impacting the San Diego Formation, Old Alluvial Floodplain Deposits, and deep excavations (greater than five feet below the ground surface) in areas underlain by Young Alluvial Floodplain Deposits is required within the project site based on construction plans and/or geotechnical reports. ▪ Procedures for adequate paleontological monitoring (including necessary monitoring equipment), methods for treating fossil discoveries, fossil recovery procedures, and sediment sampling for microvertebrate fossils, including the following requirements: - A paleontological monitor shall be on-site at all times during the original cutting of previously undisturbed sediments of moderately to highly sensitive geologic units (e.g., San Diego Formation, Old Alluvial Floodplain Deposits, and excavations below a depth of five feet below the ground surface in areas underlain by Young Alluvial Floodplain Deposits) to inspect cuts for contained fossils. (A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials.) The paleontological monitor shall work under the direction of a qualified paleontologist. Monitoring is not required during shallow excavations within Young Alluvial Floodplain Deposits. - Paleontological monitoring is not required in areas underlain by Artificial Fill unless grading activities are anticipated to extend beneath the veneer of fill and impact underlying geological units with moderate to high paleontological sensitivity (e.g., San Diego Formation, Old Alluvial Floodplain Deposits, or deeper excavations into Young Alluvial Floodplain Deposits). - If fossils are discovered, the qualified paleontologist and/or paleontological monitor shall recover them. The paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading within 50 feet of the resource to allow recovery of fossil remains. Because of the potential for the recovery of small fossil remains, it maybe necessary in certain instances, and at the discretion of the qualified paleontologist, to set up a screen-washing operation on the project site. Alternatively, sediment samples can be collected and processed off-site. ▪ Paleontological reporting and collections management:	

Table ES.5-1. Summary of Significant Environmental Impacts

Environmental Topic	Mitigation Measures	Level of Significance After Mitigation
	- Prepared fossils along with copies of all pertinent field notes, photos, maps, and the final paleontological monitoring report discussed below shall be deposited in a scientific institution with paleontological collections such as the San Diego Natural History Museum within 90 days of completion of monitoring unless the City of Oceanside and the qualified paleontologist determine the extent of fossils recovered will require more preparation, stabilization, and/or curatorial time. Any curation costs shall be paid for by the applicant. - A final paleontological monitoring report shall be completed. This report shall include discussions of the methods used, stratigraphy exposed, fossils collected, and significance of recovered fossils, and shall be submitted to the designated scientific institution within 90 days of the completion of monitoring unless the City of Oceanside and the qualified paleontologist determine the extent of fossils recovered will require more preparation, stabilization, and/or curatorial time.	
Hazards and Hazardous Materials		
Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**MM-HAZ-1 Hazardous Materials Building Survey and Update to Abatement Specifications.** Prior to demolition or renovation of any Project site structures on any portion of the Project Site under Alternative 1 or 2, a hazardous building materials survey shall be conducted by a California Department of Public Health (DPH) Certified Asbestos Consultant and/or Certified Site Surveillance Technician and a California DPH Certified Lead Inspector/Risk Assessor or Sampling Technician with knowledge of asbestos, lead-based paint, universal wastes, and hazardous materials within building construction. A report documenting material types, conditions and general quantities will be provided, along with documentation of positive materials and diagrams. Based on the results of the survey, the Hazardous Building Materials Abatement Specifications (Appendix I) will be updated to include all additional hazardous materials. Demolition or renovation plans and contract specifications shall incorporate any and all abatement procedures for the removal of material containing asbestos, lead-based paint, hazardous materials, or universal wastes. All abatement work shall be done in accordance with federal, state, and local regulations, including those of the Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, U.S. Department of Housing and Urban Development, California Occupational Safety and Health Administration (which regulates employee exposure), and San Diego AQMD.	Less than significant

Table ES.5-1. Summary of Significant Environmental Impacts

Environmental Topic	Mitigation Measures	Level of Significance After Mitigation
Noise		
Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**MM-NOI-1 Temporary Construction Noise Reduction.** The Applicant, or its designee, shall implement one or more of the following measures, as necessary and during the construction of the Junior Seau Beach Community Center (JSBCC), in order to achieve on-site noise control and sound abatement that, in the aggregate, would result in a minimum construction noise reduction of approximately 12 decibels (dBA) at the nearest-noise sensitive receptor immediately north of the JSBCC project boundary: ▪ ***Administrative controls*** (e.g., reduce operating time of equipment and/or prohibit usage of equipment type[s] within certain distances to a nearest receiving occupied off-site property). ▪ ***Engineering controls*** (change equipment operating parameters [e.g., speed, capacity], or install features or elements that otherwise reduce equipment noise emission [e.g., upgrade engine exhaust mufflers]). ▪ ***Install noise abatement*** on the site boundary fencing (or within, as practical and appropriate) in the form of sound blankets or comparable temporary solid barriers of at least 13 feet tall to occlude construction noise emission between the site (or specific equipment operation as the situation may define) and the noise-sensitive receptor(s) of concern (i.e., the multi-family residential complex immediately north of the JSBCC). - By way of example, suspended sound blankets, field-erected plywood sheeting, or comparable temporary solid (or flexible but sufficiently massive) barriers (of minimum sound transmission class [STC] rating of 25, which per California Department of Transportation guidance indicates would permit up to 12 dB of expected barrier insertion loss) would occlude construction noise emission between the site (or specific equipment operation as the situation may define) and the noise-sensitive receptor(s) of concern. - Temporary barriers shall adhere to a minimum height standard of 13 feet to serve as an effective deterrent against noise pollution and shielding for adjoining off-site receptors. Appendix L to this PEIR includes a construction noise prediction worksheet that illustrates a sample scenario of what the anticipated and quantifiable noise reduction effect would be of adding a temporary 13-foot-tall noise barrier to reduce construction noise exposure at the Woodglen Vista Creek protected open space area. Such a wall should be strategically located on the project boundary (focusing on the southern and eastern boundary) so as to reduce construction noise exposure.	Less than significant

Table ES.5-1. Summary of Significant Environmental Impacts

Environmental Topic	Mitigation Measures	Level of Significance After Mitigation
Tribal Cultural Resources		
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In	MM-TCR-1 Prior to the issuance of a Grading Permit, the Applicant/Owner or Grading Contractor shall provide a written and signed letter to the City of Oceanside Planning Division stating that a Qualified Archaeologist and a Traditionally and Culturally Affiliated (TCA) Native American Monitor have been retained at the Applicant/Owner or Grading Contractor's expense to implement the monitoring program, as described in the pre-excavation agreement. The TCA Native American Monitor shall be identified by a TCA Luiseño Tribe or tribes, as defined by the Native American Heritage Commission, that have requested to be present through the process of government-to-government consultation (Consulting TCA Luiseño Tribe). MM-TCR-2 The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American monitor during all initial ground-disturbing activities. The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The Applicant/Owner or Grading Contractor shall notify the City of Oceanside Planning Division of the start and end of all ground-disturbing activities. MM-TCR-3 The Qualified Archaeologist and Luiseño Native American Monitor shall attend all applicable pre-construction meetings with the General Contractor and/or associated Subcontractors to present the archaeological monitoring program. The Qualified Archaeologist and Luiseño Native American Monitor shall be present on site full-time during initial grubbing, grading and/or other ground altering activities down to the project's maximum depth. Monitoring excavations within project engineered fill is not required. All fill materials shall be obtained from non-cultural contexts such as deep quarries or shall be confirmed absent of any and all tribal cultural resources through cultural monitoring conducted at the acquisition location. MM-TCR-4 The Qualified Archaeologist or the Luiseño Native American monitor may halt ground-disturbing activities if unknown tribal cultural resources, archaeological artifact deposits or cultural features are discovered. Ground-disturbing activities shall be directed away from these deposits to allow a determination of potential significance under CEQA. Isolates and clearly non-significant deposits will be minimally documented in the field, and before grading proceeds these items shall be secured until they can be repatriated. If items cannot be securely stored on the Project site or require laboratory analysis, they may be stored in off-site facilities located in San Diego County. If the Qualified Archaeologist and Luiseño Native American monitor determine that the unearthed tribal cultural resource, Native American artifact deposits or cultural features are considered potentially significant under CEQA, TCA Luiseño Tribes that have participated in the	Less than significant

Table ES.5-1. Summary of Significant Environmental Impacts

Environmental Topic	Mitigation Measures	Level of Significance After Mitigation
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.	state-prescribed consultation process for this project shall be notified and consulted regarding the respectful and dignified treatment and CEQA evaluation testing of those Native American resources. The avoidance and protection of the significant tribal cultural resource and/or unique archaeological resource is the preferable mitigation. If, however, it is determined by the City that avoidance of the resource is infeasible, and it is determined that a data recovery plan is necessary by the City as the Lead Agency under CEQA, TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project shall be notified and consulted regarding the drafting and finalization of any such recovery plan. For significant tribal cultural resources, artifact deposits or cultural features that are part of a data recovery plan, an adequate artifact sample to address research avenues previously identified for sites in the area will be collected using professional archaeological collection methods. The data recovery plan shall also incorporate and reflect the tribal values of the TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project. If the Qualified Archaeologist collects such resources, the Luiseño Native American monitor must be present during any cataloging of those resources. Moreover, if the Qualified Archaeologist determines that cultural resources unearthed during the ground-disturbing activities are not significant under CEQA and does not collect the tribal cultural resources, the Luiseño Native American monitor, may at their discretion, collect said resources and provide them to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Ground-disturbing activities shall not resume until the Qualified Archaeologist and City, in consultation with the Luiseño Native American Monitor, deems the cultural resource or feature has been appropriately documented and/or protected. In order for potentially significant archaeological artifact deposits and/or cultural resources to be readily detected during reinitiation of mitigation monitoring, a written "Controlled Grade Procedure" shall be prepared by a Qualified Archaeologist, in consultation with the Luiseño Native American monitor, other TCA Luiseño Tribes that have participated in the state-prescribed process for this project, and the Applicant/Owner, subject to the approval of City representatives. The Controlled Grade Procedure shall establish requirements for any ground-disturbing work with machinery occurring in and around areas the Qualified Archaeologist and Luiseño Native American monitor determine to be sensitive through the cultural resource mitigation monitoring process. The Controlled Grade Procedure shall include, but not be limited to, appropriate operating pace, increments of removal, weight and other characteristics of the earth disturbing equipment.	

Table ES.5-1. Summary of Significant Environmental Impacts

Environmental Topic	Mitigation Measures	Level of Significance After Mitigation
	MM-TCR-5 The landowner shall relinquish ownership of all tribal cultural resources unearthed during the cultural resource mitigation monitoring conducted during all ground-disturbing activities after they have been recorded and evaluated for CEQA significance to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment and disposition, including reburial at a protected location on site, if possible, in accordance with the Tribe's cultural and spiritual traditions. Resources requiring non-destructive laboratory analysis to determine significance under CEQA will be returned to a storage container on the Project site following analysis. For cultural materials that are associated with burial and/or funerary goods, CEQA significance evaluation is not required prior to repatriation to the Most Likely Descendant as determined by the Native American Heritage Commission per California Public Resources Code Section 5097.98. Cultural materials that are associated with burial and/or funerary goods, will be immediately secured on site. No tribal cultural resources shall be subject to curation. **MM-TCR-6** Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusions of the archaeological monitoring program (e.g., data recovery plan) shall be submitted by the Qualified Archaeologist, along with the Luiseño Native American monitor's notes and comments, to the City of Oceanside Planning Division for approval. **MM-TCR-7** As specified by California Health and Safety Code Section 7050.5, if human remains are found on the Project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Office of the Medical Examiner by telephone. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Medical Examiner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. If suspected Native American remains are discovered, the remains shall be kept in- situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on site in the presence of a Luiseño Native American monitor. By law, the Medical Examiner will determine within two working days of being notified if the remains are subject to his or her authority. If the Medical Examiner identifies the remains to be of Native American ancestry, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. Pursuant to	

Table ES.5-1. Summary of Significant Environmental Impacts

Environmental Topic	Mitigation Measures	Level of Significance After Mitigation
	Public Resources Code 5097.98, the NAHC shall make a determination as to the Most Likely Descendent (MLD) of the human remains. The MLD shall complete inspection within 48 hours of being granted access to the site and make recommendations for the treatment and disposition, in consultation with the property owner, of the human remains.	

Note: MM = mitigation measure.
Source: Recon. 2024. *Draft Program Environmental Impact Report for the City of Oceanside General Plan Update, Smart and Sustainable Corridors Specific Plan, and Climate Action Plan Update (Onward Oceanside) Oceanside, California*. Prepared for the City of Oceanside. SCH # 2021050529. June 4, 2024.

ES.6 Significant and Unavoidable Impacts

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

ES.7 Analysis of Alternatives

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

This PEIR considered a range of alternative improvements integral to each public facility, and including design options that involved potential expansion, enhancements, and restorations or reconstruction. As part of this analysis a comparative assessment of these design options against the Project objectives, along with compliance with applicable ordinances, policies, and measures was conducted. The comparative alternatives analysis, including the rejection of alternative design options, is provided in more detail in Chapter 3 and Chapter 8.

The analysis of alternatives provided in this PEIR has been conducted at the project-feature level, including the Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Operations Building, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell as presented in Section 3.4. These design options represent the suite of proposed alternative improvements being considered. Each Project feature and the proposed set of design option improvements assessed serves as an alternatives analysis of those proposed improvements. The selection of the preferred improvements across each of the identified project features is what has been presented under Alternative 1 and Alternative 2 monikers below.

ES.7.1 Alternative 1

Alternative 1 would include the improvements mentioned above in Section ES.2.2, Project Description, which was defined in the Notice of Preparation (February 7, 2024), and consists of the design components that have been recommended by City staff in previous feasibility studies.

Pier View Way Bridges

The Pier View Way Bridges are approaching the end of their service life and require interventions to address the age and deterioration, while also maintaining the ongoing use, functionality, and continued public safety. It has been determined that improvements to the Pier View Way Bridges must carefully consider numerous factors, including historic significance, connectivity to and from North Pacific Street and the timber pier, and the interface between the Pier Bridges and The Strand, the public plaza, and the visitor serving commercial restaurant. The structural improvements needed carefully consider its historic significance, including a detailed historic assessment conducted and documented in the previously referenced BEIER (Appendix G-2). Though not currently listed on the NRHP or CRHR, the bridges are listed under Oceanside's Historic Landmark Evaluation criteria. The structure is eligible for designation under NRHP and CRHR and will be analyzed as a historic resource under CEQA. The BEIER

specifically considered the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Reconstruction*, specifically as these standards help define *reconstruction* as new construction that has employed a process of depicting the form, features, and detailing of a non-surviving site. In addition, the Project has considered sea level rise and other key issues, as described in detail above, in order to meet requirements of environmental and permitting agencies. Based on the bridge's eligibility as historic across all three levels, a preferred improvement alternative to address its current condition has been defined and assessed, specifically reconstructing the bridges to match the original structure. Again, from a historic significance perspective, proposed improvements, or modifications reconstruction must focus on the bridges being replaced in-kind, where the new structure matches the existing structure consistent with the original construction (1927) and to the extent feasible. Building from these parameters, the reconstruction alternative described below has also been analyzed based on the ability to fulfill and/or maintain consistency with the defined Project objectives provided in Section ES.2.3, Project Objectives.

Reconstruction

Reconstruction of the Pier Bridges would involve an in-kind replacement that maintains the look, feel, and character-defining features of the existing structure (Figure 3-5, Pier View Way Bridges – Preferred Design Option 2 – Reconstruction In-Kind/Existing Design, and Figure 3-6, Pier View Way Bridges – Preferred Design Option 2 – Reconstruction In-Kind/Existing Design). Consistent with the historic assessments conducted and discussed above the bridge's eligibility as contributing element to the historic designation is through association with patterns of events that have made a significant contribution to the broad patterns of history and not related to the structure's architecture across federal and state levels. However, the reconstructed option would include new structural members (columns) that match the existing dimensions, to the extent feasible, while meeting current design codes and would not require the bulky encapsulated columns that a restoration option would have required.

Reconstruction would maximize the service life of the new structure to approximately 75 to 100 years by reconstructing it with competent materials and detailing that meets current design and seismic standards. The reconstructed structure would also more closely resemble the appearance of the original 1927 structure. Also, the cost of reconstructing the bridges is anticipated to be lower than the cost of restoration. The Pier View Way Bridge & Lifeguard Headquarters Feasibility Study estimates that the cost of restoration would have totaled approximately $35,000,000 while the cost of reconstruction is estimated at approximately $23,000,000. Additionally, reconstruction would be consistent with and directly achieve or complement all of the defined Project objectives (Section ES.2.3). For these reasons, reconstruction is the preferred option and has therefore been evaluated with project level detail in this Draft PEIR.

Lifeguard Headquarters

The existing Lifeguard Headquarters is a coastal-dependent land use required for public health and safety. Its current location, as an integrated feature of the Pier Bridges, the headquarters location provides critical views and access to the shoreline and surrounding public areas. Since the Lifeguard Headquarters is limited in size and must stay within the 3,715 square foot historic shell configuration, a new proposed space layout and floor plan under Alternative 1 (Figure 3-7, Lifeguard Headquarters – Floor Plan Design Concept) would retain and optimize key space requirements to maintain essential operations and maximize public safety at the current location. The Lifeguard Headquarters would be reconstructed in its original location to the west of The Strand. All other Lifeguard Service support operations and staffing would be housed in the proposed new Lifeguard Operations Building, as detailed below.

The layout of the reconstructed Lifeguard Headquarters would retain and optimize four critical public safety functions (Project Objective 6) at its current location, including the following components:

1. **Supervisory Lifeguard Workstations.** The reconstructed Lifeguard Headquarters would provide workstations for Lifeguard supervisors to have clear and unobstructed observation posts to the beach and water. The workstations would be expanded to meet current and future staffing demands to avoid overcrowding of staff. These workstations include Lifeguard offices on the southwest facing side of the headquarters, facing where the majority of beach users tend to be. On the northwest facing side, a series of offices would be located to observe potential hazards. In each of the two observation posts (facing the southwest and northwest), linear workstations would be placed along the two main observation windows to allow for direct visual supervision. A central meeting room facing west would act as an operational briefing center, training classroom, and meeting room.
2. **Central Lifeguard Preparation Area.** The reconstructed Lifeguard Headquarters would provide an area where all Lifeguard staff could report for duty, gather operational supplies, and prepare rescue equipment. These functional areas would include expanded locker rooms sized to meet future staffing needs, a central meeting space, and indoor and outdoor staging areas. The Central Lifeguard Preparation Area would also include the outdoor space to the south that allows for critical Lifeguard staging activities.
3. **Public Interface and First Aid Areas.** The proposed design would provide a new location on the south side for the public to access the Lifeguard Headquarters, which is the shortest distance from the beach and water activity areas. A reception space designed for public access would remain in its original location on the north side. On the more active south facing side, new first aid spaces would be located to be easily identifiable and accessible to the public. The spaces would include a walk-up first aid window and a separate first aid treatment courtyard that would allow users to be partially screened from the main public areas.
4. **Beach Rescue Equipment.** The reconstructed Lifeguard Headquarters would include approximately 410 square feet of general storage area and approximately 811 square feet of vehicle and equipment storage essential for beach rescue operations, which will remain as close to the beach and water as possible to reduce public safety response time.

Lifeguard Operations Building

To accommodate current and future Lifeguard Service needs and consistent with Project Objectives 1, 2, 5, 6, 7, and 11, a new Lifeguard Operations Building is proposed to supplement the Lifeguard Headquarters. Under Alternative 1 this facility is proposed to the east of The Strand; it would address Lifeguard Service growing safety services, space needs as well as sea level rise concerns described in Section 3.4. The new facility would also provide enhanced amenities, including a new public view deck.

For the proposed operations building, Lifeguard Logistics spaces on the lower level would house beach and water rescue equipment and crafts, allowing the Lifeguards to store, protect, maintain, and easily access critical public safety elements near the beach without further impacting the existing beach and water edge conditions. Lifeguard Support and Lifeguard Administration spaces would be provided on the upper levels, including observation/meeting spaces, offices, storage, IT, and multi-use spaces designed to accommodate current staffing needs and also house any future 24/7 operations. Locating the Lifeguard Support and Lifeguard Administration spaces on the upper levels would minimize sea level rise impacts by allowing critical public safety features to be located above projected water elevations. Schematic design/floor plans for the building were developed to confirm they would accommodate the needs of the Lifeguard Service (Figures 3-8 through 3-12). A copy of schematic design plans is

provided in Appendix N-2. The overall square footage is between approximately 7,500 and 7,800 square feet, with variations due to architectural considerations, use of enclosed balcony spaces, elevator, stair and hallway layouts, and column configuration of the existing bridges. Within the floor plan, the space needs of the Lifeguard Service are met or exceeded and would meet the needs of the Lifeguard Service, provide visitor-serving leased restaurant space, and address sea level rise. A modified three-story building configuration with integration into the reconstructed bridges is described below.

Modified Three-Story Building

The Modified Three-Story Lifeguard Operations Building Design Option 2 would be providing for Lifeguard Service needs and incorporating a public view deck amenity at the Pacific Street level. The third level, which provides the necessary Lifeguard Service space, would include a high level of integration into pier bridges and the existing bluff/slope area toward Pacific Street. This pier structure integration and encroachment into the bluff/slope area would allow for an enlarged plaza area at ground level more consistent with the original built configuration. This design would also reduce potential view impacts to the beach from Pacific Street. Given the minimal footprint of a new building between the two pier structures, more of the bridge's interior elevations would be visible to the public which is in line with the original historic images for this area. Schematic design and cross sections of the building are shown in Figure 3-10, Lifeguard Operations Building – Preferred Design Option 2, and Figure 3-11, Lifeguard Operations Building – Preferred Design Option 2 – Schematic Cross-Section. Consistent with the defined Project objectives (Section ES.2.3), the design proposed for the Lifeguard Operations Building would help achieve the long-term goals and preserve and enhance these public facilities.

Community Plaza Area and Public Accommodations

Under Alternative 1, the Project includes various improvements to the existing community plaza area, located between the Pier Bridges and JSBCC. Alternative 1 also includes various improvements to public accommodations. These improvements and enhanced amenities are intended to serve the community, increasing accessibility, and overall connectivity between features contained within the Project area. These improvements are described below:

1. **ADA Access to The Strand.** The Project will provide ADA compliant access improvements from Pacific Street down to The Strand via a ramp on the northeast side of the Pier Bridges.
2. **ADA Access to the Beach.** Reconstruction of the Lifeguard Headquarters would provide wheelchair access to the beach from The Strand. A ramp is proposed on the north side of the Lifeguard Headquarters that would provide permanent, year-round wheelchair access to the beach.
3. **Public View Deck.** Both the Three-Story and The Modified Three-Story Lifeguard Operations Building designs would incorporate an expanded public view deck off North Pacific Street. A concept drawing of the view from the public deck is provided on Figure 3-12, Lifeguard Operations Building – Public View Deck. The Three-Story design option would be approximately 623 square feet in size, would extend 31 feet from the existing North Pacific Street sidewalk, and with a width of 40 feet. This public view deck would be placed on the roof of the Lifeguard Operations Building's third floor. The Modified Three-Story design option would also incorporate a public view deck on the roof of the Lifeguard Operations Building's third floor. However, this viewing deck would only involve a short extension from North Pacific Street over the plaza area below. The proposed width of this view deck would span the distance from the northern edge of the north pier bridge to the southern edge of the south pier bridge and would require some modification to the interior pier bridge railings (Figure 3-12). These proposed view decks would provide the public with added space to enjoy views of the ocean and surrounding area.

4. **First Aid and Stingray Treatment Area.** A new First Aid Patio and Stingray Treatment Area on the south side of the Lifeguard Headquarters is proposed. This treatment area would provide walk-up access to a first aid window built into the Lifeguard Headquarters. This walk-up window first aid concept would offer increased visibility to the public from The Strand and from the beach, would provide better security, and would be more easily accessible for emergency response vehicles. An additional Stingray Treatment Area is also proposed to be tucked underneath the Pier Bridges on the southwest side, adjacent to the Lifeguard garage and within the existing bridges footprint. This space would utilize removable fencing to provide privacy for individuals being treated for injuries.
5. **Visitor-Serving Leased Commercial Space.** Both design options for the lower level of the new east Lifeguard Operations Building would maintain a low-cost visitor-serving leased restaurant space consistent with the City's Local Coastal Program. The new space would be approximately 700 square feet, which would be larger than the current 612 square foot space.
6. **Public Plaza.** An enhanced public patio area is proposed in front of the visitor-serving leased restaurant space at the new east Lifeguard Operations Building. The patio would be raised one foot above the plaza level to match the new Lifeguard Operations Building, offering a subtle partition from the rest of the pier plaza while providing sea level rise resilience. The Modified Three-Story design option would include a larger public plaza area more consistent with the original built configuration.
7. **Landscaping.** Existing landscaping would be removed and replaced, consistent with the City's Landscape Development Manual. A new landscaping concept plan prepared during the design development process would be intended to unify the coastal aesthetic of the various Project components. Landscaping would be designed to maximize circulation and flexible site use opportunities. Site lines and visibility would be maintained to support public safety and Lifeguard Service operations. The plant palettes would feature native and drought tolerant species appropriate for coastal exposure.

The proposed improvements to the community plaza would contribute to achieving all of the Project objectives,

Junior Seau Beach Community Center (JSBCC)

As part of Alternative 1, a range of interior and exterior improvements were assessed and evaluated, including renovations/refurbishment and needed non-structural improvements. The improvements were evaluated in comparison to and based on the existing building elevation near sea-level, Proposition A height restrictions, public feedback and community sentiment, and potential development/improvement challenges associated with coastal permitting and CEQA approval.

Renovation/Refurbishment, Minor Non-Structural Improvements

Consistent with the introductory discussions provided in Section 3.2, Beachfront Facilities Phase II, the improvements proposed would be centered around cosmetic and non-structural improvements to the JSBCC, including: repair/replacement of floor, wall, ceiling and building finishes, new energy efficient glazing within existing building openings, new doors and door hardware and new building interior and exterior code required and building identification signage. These design features would also include code required disabled access improvements, including path of travel modifications to the building entrance and replacement of existing restrooms (Figure 3-13, Junior Seau Beach Community Center – Preferred Design Option 1 – Renovation/Refurbishment, Minor Structural Improvements). Mechanical, plumbing and lighting systems may also require upgrade, and that new electrical service is to be provided to the building in order to remove the existing sidewalk mounted transformer that blocks access to the building entrance. A more detailed description of the proposed improvements is provided below.

Interior and Cosmetic Improvements

As discussed above, the improvements proposed include interior and cosmetic improvements that would increase the lifespan of the JSBCC facility and allow for additional programming. These improvements would include:

- Insulated solar glazing to replace existing windows and aged translucent clerestory panels to improve energy performance and increase indoor natural light.
- Concrete entrance plaza and tree grates; removal of the existing planter.
- Public art commemorating Junior Seau.
- Exterior and interior wall finish to include patching, repair, and repainting. Interior ceiling and floor finishes, including refinishing of the existing gymnasium flooring.
- Interior and exterior doors and code compliant accessible door hardware.
- Kitchen equipment and casework; ADA restrooms.
- Room identification, wayfinding and building identification signage.
- Upgrades to fire/life safety systems, including upgrade or replacement of the existing fire alarm and smoke detection system; new California Title 24 compliant LED lighting and controls
- Audiovisual, data, network, and information technology infrastructure and end-user equipment.
- Refinish of the existing parking lot to include re-striping of required van accessible parking space and provision for electric vehicle parking.
- Sidewalks at the building perimeter to include a compliant path of travel and code-conforming cross slopes and new sidewalk curb cuts to meet current disabled access codes.
- Reconfiguration of existing storm drainage systems.

Electrical, Heating, Ventilation, and Air Conditioning (HVAC)

Under Alternative 1, the JSBCC would also undergo electrical, heating, ventilation, air conditioning, and plumbing improvements. The Project may involve the installation of a new electrical transformer and a new main switch to replace the entrance sidewalk mounted transformer. The Project also may include HVAC improvements for the main gymnasium space, classrooms, offices, and reception areas, AV/IT room, electrical room, restrooms, and storage areas.

The improvements proposed as part of Design Option 1 would be consistent with and support the applicable goals defined as part of Objectives 1, 2, 5, and 7-12 through preservation, enhancement, and modernization of public facilities.

Junior Seau Amphitheater and Bandshell

As discussed above, the amphitheater seating and bandshell are approaching or have reached the end of useful life and are in need of replacement. Therefore, under Alternative 1, the Project includes the demolition and reconstruction of the outdoor stepped amphitheater and bandshell, along with new plaza area, landscaping, and site stairs and pedestrian ramps. Detailed descriptions of the design features and improvements considered is provided below.

Junior Seau Amphitheater

As part of Alternative 1, a range of improvements were assessed and evaluated for the Junior Seau Amphitheatre to include new seating configuration that provides equivalent seating capacity. The existing amphitheater seats approximately 1,500 at the concrete benches and accommodates another 1,000 at the Strand-level seating area for a total of 2,500 seats. A set of design features that include a reduced amphitheater profile and relocated elevator is provided below.

Reduced Profile and Elevator Relocation

The design features evaluated were introduced due to community input during the community outreach processes (Section 3.1 Public Outreach, Coordination, and Engagement) and include reducing the front-to-back depth of the flanking entrance/exit terraces an additional four feet at North Pacific Street and the relocation of the disabled access elevator.

The reconstructed amphitheater would seat 1,419 new bench seating and 26 wheelchair seats; 312 seats would be accommodated at the Strand-level seating area; therefore, the reconstructed amphitheater would include a total of 1,757 seats. Wheelchair seats would be distributed throughout the facility as required by code and provide sight lines for wheelchair guests that allow view over standing guests. Increased aisle width would be included for comfort, safety, and emergency egress code requirements. An additional 13,638 square feet of floor area on two levels includes storage, event production space, a green room, dressing rooms, utility support rooms, and restrooms designed for events is located under the new amphitheater seating (Figure 3-18.1, Junior Seau Amphitheater – Preferred Design Option 3, Reduced Profile and Elevator Relocation, and Figure 3-18.2, Junior Seau Amphitheater – Preferred Design Option 3, Reduced Profile and Elevator Relocation).

The proposed improvements include a new site ramp to serve the amphitheater that would extend south of the seating area and would be located in the bluff area to the east of the Beach Operations Center. The ramp would provide access to the mid-tier cross aisle and to the relocated venue elevator that would provide access to the Strand-level seating area and stage. Massing of the amphitheater would be designed to retain the profile of the coastal bluff it abuts and the general configuration and dimension of the existing amphitheater. The proposed improvements would be consistent with and support the applicable goals defined as part of Objectives 1-5 and 9-12 through preservation, enhancement, and modernization of the public facilities.

Junior Seau Bandshell

Under Alternative 1, the existing Junior Seau Bandshell would be demolished and reconstructed. A range of improvements were analyzed and evaluated including varying heights and visual changes, including a reduced height and closed bandshell configuration consistent with the publicly approved Proposition A and similar to the existing bandshell design. A detailed discussion of the bandshell design and features is provided below.

Reduced Height and Closed Bandshell (Complies with Proposition A)

Initiated through a general municipal election and approved by the City Council on April 9, 1986, Proposition A limits the height of new construction along The Strand from Wisconsin Avenue to Mira Mar Place to the “present elevation” of that portion of Pacific Street. The present elevation of Pacific Street adjacent to the Project site is approximately 30 feet.

The bandshell design will be capped below the elevation of North Pacific Street and would not require an exception to Proposition A. This configuration would also be designed to increase the stage volume as compared to the existing bandshell and would include upgrades to electrical power, lighting, and audiovisual infrastructure to support the wide variety of events at the amphitheater, including cultural festivals, musical events, and theatrical performances (Figure 3-21, Junior Seau Bandshell – Preferred Design Option 3, Reduced Height and Closed Bandshell [Complies with Proposition A]). The bandshell total height would be approximately 29 feet above the Strand level. Two new light standards on the amphitheater parcel at each end of the amphitheater seating area would also be introduced. The light standards would be designed to support site area lighting and technical stage lighting that would be needed to light the bandshell stage front. The Strand level seating area would include a wider sidewalk to accommodate the large volume of people entering and exiting the venue. This would allow spectators to view the stage during an event, from the sidewalk, without entering the amphitheater seating area. The Strand vehicular right-of-way would be maintained as existing for the entire length site. Restricted vehicle access for production vehicles, police, lifeguard, and emergency vehicles across the site remain in place.

The design and corresponding features meet several key objectives by proposing a bandshell that remains below the elevation of North Pacific Street, avoiding the need for exceptions to Proposition A while enhancing its functionality and infrastructure. This design addresses Objective 1 and 2 by increasing stage volume and upgrading essential elements like electrical power, lighting, and audiovisual systems to support a diverse range of events. By reducing the bandshell's height below the elevation of North Pacific Street, coastal views would be enhanced, along with the visual quality of Oceanside's urban environment by ensuring unobstructed sightlines (Objectives 3 and 4). Keeping the bandshell's height at approximately 29 feet aligns with Objective 5 and 10, ensuring compliance with regulations while contributing to the long-term revitalization of public spaces and modernizing the facility while preserving its original character. The inclusion of new light standards and a wider sidewalk would accommodate large crowds and would improve accessibility (Objective 11). Similar to the other designs, the improvements would open opportunities for public art, which would enrich the cultural vibrancy without compromising the site's functionality or aesthetic appeal (Objectives 9 and 12). Given these considerations, this design option is recommended for its effective balance of regulatory compliance, modernization, and preservation of public space character.

ES.7.2 Alternative 2

Alternative 2 includes all of the components described under Alternative 1 along with the development of Betty's Lot which would be assessed at the program-level wherein specific project details have only been developed at the conceptual level. The potential environmental impacts associated with the conceptual development of the Betty's Lot site would be disclosed and additional analysis would be required in a subsequent CEQA document that would be prepared once certain project-level details are known. Under this alternative, the PEIR will assess Betty's Lot improvements at the program-level by analyzing a broad-based proposed suite of project components.

Betty's Lot

Development of Betty's Lot (Figure 3-22, Betty's Lot – Existing Conditions) has been only studied as a long-range possibility. Consideration of Betty's Lot as a site for improvements would require future conceptual design. However, such programmatic design may include the following components: community recreation classrooms, Strand-level parking spaces, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. Future design considerations may include maintaining the beach view, access, and parking from North Pacific Street as well as sea-level-rise resilience. The following components are described to memorialize a potential suite

of future design phase concepts to inform program-level environmental assessment (Figure 3-23, Betty's Lot – Concept Design, Strand-Level Parking Structure [Alternative 2]; Figure 3-24, Betty's Lot – Concept Design, Mid-Level Park and Community Amenities [Alternative 2], and Figure 3-25, Betty's Lot – Concept Design, Street-Level Pedestrian Improvements [Alternative 2]). As summarized above, these components would require project-level review once design details are further defined and confirmed.

Strand-Level Parking Structure

A parking structure is considered at Strand-level, at-grade, to maintain or increase the existing number of parking spaces (105) . The structure would be open to the west side of Betty's Lot to the beach view and north toward the Beach Operations Center. This structure would include a large area for storage as well as larger waste/recycling areas to accommodate beachfront activities and events. This parking structure would allow for additional community space, park space, and amenities to be built on its roof. This parking structure would be developed to accommodate potential sea-level-rise conditions.

Mid-Level Park and Community Amenities

A new mid-level would be made available as a result of the Strand-level parking structure. This level would likely support community amenities and park space. New open park space, multi-purpose courts, community recreation classrooms, storage, and site ramps and stairs connecting this level to the Strand level and North Pacific Street are considered possibilities. A mid-level central open space area may be used for a variety of functions including as an event area or simply as a place to congregate for beachgoers.

Street-Level Pedestrian Improvements

As mentioned above, the stairs and accessible site ramp would provide access from the mid-level park and amenities to and from North Pacific Street. At street level, new sidewalks and paths may be developed to improve connectivity and pedestrian safety. Water vistas from North Pacific Street would be maintained.

ES.7.3 Alternative 3 (No Project Alternative)

Alternative 3 is the No Project Alternative. Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used, as is and under existing conditions, as described in Section 3.2, Existing Facilities. Consistent with the above discussions (Section ES.2.3), most of the Project objectives are associated with preserving, restoring, reconstructing, and enhancing the City's existing coastal facilities. If the proposed improvements to these coastal public facilities are not implemented, the City's ongoing maintenance and damage management efforts would continue. The existing issues with long-term durability, functionality, and seismic safety would continue unabated, potentially resulting in the need to reevaluate continued investment and utilization. Additionally, given the age of these facilities the City would likely see an increase in overall maintenance costs and may be required to assess the potential need for closure of all or major portions of these facilities due to public safety concerns. The following sections describe how existing facilities on the Project site would continue to be used, their anticipated conditions as time advances, and the reasonably foreseeable future conditions expected to occur and required action (e.g., partial or full closures) by the City. These sections also describe the implications and possible risk factors associated with continued use of these facilities without improvements. The No Project Alternative would provide none of the proposed enhancements, renovations, or reconstructions proposed for implementation. Therefore, this alternative would not meet any of the Project objectives.

ES.7.4 Environmentally Superior Alternative

Table ES.7-1 provides a qualitative comparison of the impacts for each Alternative compared to the proposed Project. As shown in Table ES.7-1, while the No Project Alternative would eliminate all of the potentially significant impacts identified for the Project, those impacts are predominantly construction related and temporary in nature. Additionally, all potentially significant impacts can be reduced to less than significant with implementation of mitigation measures. The post construction scenario for the build alternatives (Alternatives 1 and 2) would result in a betterment to the existing coastal public facilities within their existing locations and overall footprints. However, based on CEQA Guidelines, the No Project Alternative would qualify as the environmentally superior alternative. Again, as mentioned above, the No Project Alternative would not meet most of the Project objectives which are associated with preserving, restoring, reconstructing, and enhancing the City's existing coastal public facilities. CEQA Guidelines Section 15126.6(e)(2) states that if the No Project Alternative is identified as the environmentally superior alternative, then an environmentally superior alternative should be identified among the other alternatives.

Additionally, under the No Project Alternative, the public facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used, as is and under existing conditions, as described in Section 2, Existing Facilities. If the proposed improvements to these coastal public facilities are not implemented, the City's ongoing maintenance and damage management efforts will continue. The existing issues with long-term durability, functionality, and seismic safety would continue unabated, potentially resulting in the need to reevaluate continued investment and utilization. Additionally, given the age of these facilities the City would likely see an increase in overall maintenance costs and may be required to assess the potential need for closure of all or major portions of these facilities due to public safety concerns.

Table ES.7-1. Comparative Summary of Alternatives Under Consideration and Proposed Project

Environmental Topic	Proposed Project (Alternative 1)	Betty's Lot (Alternative 2)	No Project (No Build) (Alternative 3)
Biological Resources	LTSM	LTSM (Increased)	No Impact (Reduced)
Cultural Resources	LTSM	LTSM (Similar)	No Impact (Reduced)
Geology and Soils	LTSM	LTSM (Similar)	No Impact (Reduced)
Hazards and Hazardous Materials	LTSM	LTSM (Similar)	No Impact (Reduced)
Noise	LTSM	LTSM (Similar)	No Impact (Reduced)
Tribal Cultural Resources	LTSM	LTSM (Similar)	No Impact (Reduced)

Note: Impact Status: LTSM = Less than Significant with Mitigation.

ES.8 Issues to be Resolved by Lead Agency

The City must review the Project and this PEIR and determine if the Project or one of the alternatives presented in the alternatives analysis should be approved and implemented. If the Project is selected for approval, the City will be required to certify the PEIR, determine whether and how to mitigate significant impacts, and adopt associated Findings of Fact pursuant to CEQA Guidelines Section 15091 for the significant impacts identified in the PEIR: biological resources, cultural resources, geology and soils, hazards and hazardous materials, and tribal cultural resources.

1 Introduction

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

1.1 Purpose of the Environmental Impact Report

This PEIR addresses the potentially significant adverse environmental effects associated with the proposed Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II Project (Project) under CEQA. The Project would involve specific proposed improvements to the Pier View Way Bridges and Lifeguard Headquarters including the new Lifeguard Service Facility, the Junior Seau Beach Community Center, and the Junior Seau Amphitheater and Bandshell, along with improvements to the pier plaza and public spaces in between. Conceptual design options for Betty's Lot/Parking Lot No. 30, including built elements atop the existing surface parking lot to support a near beachfront park, community recreation classrooms, and a terraced park with multi-purpose landscaping and ramped paths, are also included as part of proposed improvements. The proposed Project would require approval of certain discretionary actions by the City and, therefore, is subject to the environmental review requirements of CEQA. A detailed description of the proposed Project is provided in Chapter 3 of this PEIR, Project Description. The City, as the CEQA lead agency, has prepared this PEIR to provide decision makers, the public, trustee agencies, and responsible agencies with information about the potential environmental effects associated with the proposed Project.

1.2 Intended Use of the Environmental Impact Report

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

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

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

1.3 Scope of the Environmental Impact Report

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

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

As a "Programmatic EIR," this PEIR is "focused primarily on the broad policy or programmatic changes in the environment that would result from the implementation of the program" (14 CCR 15168). Some components of the proposed Project are analyzed on the project level, which is "focused primarily on the changes in the environment that would result from the development project" (14 CCR 15161). In addition, this PEIR examines all phases of the proposed Project, including planning, construction, and operation (14 CCR 15161). Where environmental impacts have been determined to be significant, this PEIR recommends mitigation measures directed at reducing or avoiding those significant environmental impacts. A reasonable range of alternatives to the proposed Project is identified to evaluate whether there are ways to minimize or avoid significant impacts associated with the proposed Project.

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

1.4.1 California Environmental Quality Act Overview

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

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

Accordingly, this PEIR has been prepared to identify and disclose the significant environmental effects of the proposed Project, identify mitigation measures to minimize significant effects, and consider reasonable project alternatives. The environmental impact analyses in this PEIR are based on a variety of sources, including agency

consultation, feasibility studies, preliminary design features, technical studies, and field surveys. The City will consider the information presented in this PEIR, along with other factors, in considering approval of the proposed Project.

1.4.2 Notice of Preparation and Scoping

CEQA establishes mechanisms to inform the public and decision makers about the nature of the proposed Project and the extent and types of impacts that the proposed Project and alternatives to the proposed Project would have on the environment should the proposed Project or alternatives be implemented. Pursuant to Section 15082 of the CEQA Guidelines, the City circulated a Notice of Preparation (NOP) published January 19, 2024, to interested agencies, organizations, and parties. The NOP was also sent to the State Clearinghouse at the California Office of Planning and Research. The State Clearinghouse assigned a state identification number (State Clearinghouse No. 2024010611) to this Project.

The NOP is intended to encourage interagency communication regarding the proposed action so that agencies, organizations, and individuals are afforded an opportunity to respond with specific comments and/or questions regarding the scope and content of the PEIR. A public scoping meeting was held on February 7, 2024, at 6:00 p.m. at the El Corazon Event Center (3306 Senior Center Drive, Oceanside, California 92056) to gather additional public input. The 30-day public scoping period ended on February 19, 2024.

Comments received during the NOP public scoping period were considered as part of the preparation of this PEIR. The NOP, written comments, and scoping meeting materials are included in Appendices A-1 through A-3 of this PEIR. Comments covered various topics, including the palm trees and native species on the bluff, tram access, acoustics of the bandshell, and cultural and tribal cultural resources. Public scoping comments regarding the proposed Project's potential impact on the environment under CEQA were evaluated as part of the preparation of this PEIR. More specifically, native plant species on the bluff and palm trees are discussed in Section 4.3, Biological Resources; access to the beachfront facilities is discussed in Section 4.14, Traffic and Circulation; acoustics of the Junior Seau Bandshell are addressed in Section 4.11, Noise; and potential to impact cultural or tribal cultural resources is discussed in Section 4.4, Cultural Resources, and Section 4.15, Tribal Cultural Resources.

1.4.3 Draft Environmental Impact Report and Public Review

This Draft PEIR was prepared under the direction and supervision of the City. Public review of the Draft PEIR is intended to focus "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (14 CCR 15204). The Notice of Completion of the Draft PEIR will be filed with the State Clearinghouse as required by CEQA Guidelines Section 15085. In addition, the Notice of Availability of the Draft PEIR will be distributed pursuant to CEQA Guidelines Section 15087. Interested parties could provide comments on the Draft PEIR in written form. This PEIR and related technical appendices are available for review during the 50-day public review period at the following locations:

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

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

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

City of Oceanside website:
https://www.ci.oceanside.ca.us/government/development-services/engineering/special-projects-news/pier-view-way-bridge-and-lifeguard-headquarters

Interested agencies and members of the public can submit written comments on the adequacy of the Draft PEIR to the City's Development Services Department at the address above, addressed to Kymberly Corbin, or emailed at kcorbin@oceansideca.org. Comments on the Draft PEIR are to be received by 5:00 p.m. on January 9, 2025, the last day of the review period.

1.4.4 Final Environmental Impact Report Publication and Certification

The City will review all public comments on the Draft PEIR received during the 50-day public review period and provide a written response to all written comments pertaining to environmental issues as part of the Final PEIR. The Final PEIR will include all written comments received during the public review period, responses to comments, and edits made to the Draft PEIR in response to those comments.

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

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

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

1.4.5 Mitigation Monitoring and Reporting Program

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

1.5 Organization and Content of the Environmental Impact Report

This PEIR is organized as follows:

- **Executive Summary**. This chapter outlines the proposed Project and conclusions of the environmental analysis and provides a summary of the proposed Project compared to the alternatives analyzed in the PEIR. This chapter also summarizes feasible mitigation measures proposed to reduce or avoid each significant Project impact.
- **Chapter 1, Introduction.** This chapter briefly discusses the purposes of the PEIR, the applicable environmental review process and procedures, and format and organization of the PEIR.
- **Chapter 2, Environmental Setting.** This chapter describes the Project location, physical environmental setting, and regulatory setting.
- **Chapter 3, Project Description.** This chapter provides a thorough description of the proposed Project, including its location, characteristics, Project objectives, and required discretionary actions.
- **Chapter 4, Environmental Impact Analysis.** This chapter discusses the regulatory and environmental setting and provides an analysis of the Project's impacts, proposed mitigation measures to reduce or avoid any significant impacts, and conclusions regarding the level of significance after mitigation for each environmental impact issue.
- **Chapter 5, Effects Found Not to Be Significant.** This chapter discusses the reasons why various possible significant effects of a proposed Project were determined not to be significant and were therefore not discussed in detail in the PEIR.
- **Chapter 6, Cumulative Effects.** This chapter describes the potential cumulative effects of the Project, including those effects described in both Chapter 4 and Chapter 5. Cumulative impact refers to two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts.
- **Chapter 7, Other CEQA Considerations.** This chapter addresses the proposed Project's potential growth inducing impacts, which could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. This chapter addresses impacts that have been identified as significant and unavoidable and provides an analysis of the significant irreversible changes in the environment that would result from the proposed Project.
- **Chapter 8, Alternatives.** This chapter analyzes a reasonable range of potentially feasible alternatives to the proposed Project that have the potential to reduce or avoid significant impacts associated with the proposed Project.

- **Chapter 9, List of Preparers.** This chapter provides a list of persons, organizations, and agencies that contributed to the preparation of this PEIR.
- **Chapter 10, References.** This chapter lists the references and sources cited in each section of the PEIR.
- **Appendices.** The appendices include various technical studies and correspondence prepared for the proposed Project, as listed in the table of contents.

2 Environmental Setting

As required by Section 15125 of the California Environmental Quality Act (CEQA) Guidelines, this chapter of the programmatic environmental impact report (PEIR) includes a brief description of the existing physical conditions at the Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II Project (Project) site and the surrounding vicinity. This chapter also provides an overview of the regulatory setting on the Project site pursuant to Section 15125(d) of the CEQA Guidelines. Additional details and descriptions of the existing conditions specific to each environmental issue can be found throughout Chapter 4, Environmental Analysis. The environmental conditions discussed in this chapter and throughout the PEIR constitute the baseline conditions by which the significance of impacts will be determined.

2.1 Project Setting

2.1.1 Project Location

The Project site consists of three parcels located within the western portion of the City of Oceanside (City), in the western portion of San Diego County (County) (Figure 3-1, Project Location, in Chapter 3, Project Description). The Project site is on the west side of North Pacific Street along the Pacific Ocean and Oceanside City Beach between Civic Center Drive and Parking Lot No. 28 to the north and 1st Street to the south. The Project site is bound by residential uses to the north; North Pacific Street, the Club Wyndham Oceanside Pier Resort, and Mission Pacific Beach Resort to the east; Strand Beach Park and residential uses to the south; and the Pacific Ocean to the west.

The Project site is located adjacent to U.S. Geological Service 7.5-minute Oceanside quadrangle map in Section 27, Township 11 South, Range 5 West and Section 26, Township 11 South, Range 5 West (USGS 2018). The Project site comprises Assessor's Parcel Numbers 145-074-1500, 145-074-1400, and 760-186-5800.

2.1.2 Site Background

The Project site is currently developed with the Pier View Way Bridges and Lifeguard Headquarters, the Junior Seau Beach Community Center, the Junior Seau Amphitheater and Bandshell, the Beach Operations Center, and Betty's Lot/Parking Lot No. 30.

Pier View Way Bridges and Lifeguard Headquarters

The Pier View Way Bridges were originally constructed with an open public dining room underneath the pier and at the western end of the concrete structure where it abuts the wooden pier. In 1987, the dining room was converted to the Lifeguard Headquarters which is still present and continues to be used for lifeguard operations today. The Pier View Way Bridges are approaching 100 years in age, and despite continued maintenance efforts by the City over the years, most recently in 2016–2018, the structures have continued to deteriorate (Appendix B-2). As a result, the Pier View Way Bridges are approaching the end of their service life and require a long-term solution consistent with the approved Pier View Way Bridge & Lifeguard Headquarters Feasibility Study (Appendix B-2). The Lifeguard Headquarters location was constructed in 1987 and has been operational since then. As described in Chapter 3, the lifeguard services have outgrown the current headquarters facility, and additional space is needed for current and future operational growth.

Junior Seau Beach Community Center

The Oceanside Community Center, now officially named the Junior Seau Beach Community Center (JSBCC), was formally dedicated in September 1955. The renaming of the facility occurred in 2012 in commemoration to the late National Football League Hall of Fame player Junior Seau, a graduate of Oceanside High School and long-time resident of the City. The JSBCC is located immediately north of the Pier View Way Bridges and is bordered by The Strand to the west, the pier plaza to the south, and North Pacific Street to the east. The JSBCC includes a surface parking lot surrounding the facility to the north and west. As a senior center, the JSBCC was briefly (1958) known as the Golden Age Club. Additionally, the JSBCC was historically used for live entertainment, including symphony performances, a hosted television show, country western acts, movie presentations, professional boxing training and demonstrations, and live music events. In the early 1980s the JSBCC began to see decline as other venues and community resources expanded throughout the surrounding neighborhoods. By 1985 the City invested in redevelopment and renovation, including exterior columns and large wooden beams along the west façade; however, those features have since been removed. In 1992, a 45-foot ocean mural was added to the north elevation of the building, with the mural still in place today. Additional renovations occurred in the early 2000s.

Junior Seau Amphitheater and Bandshell

The Junior Seau Amphitheater and Bandshell have different historical timelines from original concept development to design advancement, with the bandshell having been built and put into operations first. The bandshell was presented to the City Council just over 100 years ago as a planned “band stand.” The bandshell took on this particular nomenclature based on the original design, which included a shell formed at the back of the structure to provide a sounding board as an aid to music and public speaking events. The original bandshell was a 24-foot x 26-foot structure built in the Mission Style and was completed in 1919. Following completion, the bandshell became a focal point for local activities, including concerts and events. In preparation for the July 4th celebration in 1927, a number of improvements surrounding the bandshell were implemented, including a modernization of the bandshell itself. The original design and build of the bandshell included a cupola that was removed as part of the modernization efforts. Additionally, the bandshell was relocated to the south with a northeast facing orientation, along with the introduction of new wooden benches to accommodate public event patrons.

In 1936, the wooden bench seating, which had been identified as inadequate, was removed and the need for a new beach stadium was identified. As part of the Great-Depression-era Works Progress Administration the beach stadium was approved and constructed in 1937 with an estimated capacity of approximately 2,000. This beach stadium or amphitheater was built as a cast-in-place concrete structure to compliment and accommodate attendees for events taking place as part of the amphitheater and bandshell. Following years of service and community events at these facilities, the bandshell was dismantled in 1948 due to termite infestation and damage. For 2 years after the dismantling, the City was without a proper event venue, so in April 1950, the City solicited bids for a new bandshell. In concert with the bid process, the City recommended that the new bandshell be relocated back to a location directly in front of the beach stadium and adjacent to The Strand. The new bandshell was completed in June 1950 and included a 14,000-square-foot concrete slab around the bandshell and extending to the base of the beach stadium. This newly paved area has been preserved and continues to be used today. Since the last renovations, conducted in 1953, the amphitheater and bandshell continue to be used. The Junior Seau Amphitheater, which was renamed in 2012, currently has a 2,500-person seating capacity; 1,500 seats are in the stepped seating area, while 1,000 seats are available within the paved area in front of the bandshell and at the level of The Strand.

Beachfront Operations Center

The Beachfront Operations Center was completed in 2022 as part of Beachfront Facilities Project Phase I. The facility includes a police substation, public work maintenance building, and beachfront public restrooms. There are no modifications or improvements proposed as part of the Project; however, the facility is located immediately adjacent to and south of the amphitheater and bandshell and immediately north of Betty's Lot.

Betty's Lot/Parking Lot No. 30

Betty's Lot/Parking Lot No. 30, as described above, is a 111-space parking area located directly south of the Beachfront Operations Center and amphitheater and bandshell. This parking lot provides visitors access to the beach and nearby amenities. The approximately 0.8-acre parking lot is accessed by vehicles via The Strand and Seagaze Drive. The lot, which offers visitors public parking, is bordered by The Strand to the west, Seagaze Drive to the south, and North Pacific Street to the east. The specific history starts from the 1950s when a small restaurant space was built immediately south of an existing set of public dressing rooms. At the date of original construction, the restaurant space was offered for lease by the City. The first lease holder and operator, Elizabeth Smith and her husband Charles, generated local support and loyalty. Around 1949 the Smith's moved to Oceanside and purchased their first restaurant, named "Smith's Dining Room." They owned and operated this facility for approximately 1 year and then leased the City's recently built restaurant space on The Strand. The name for the restaurant, "Betty's," is believed to come from Mr. Smith's daughter from a previous marriage, whose name was Betty. Upon opening Betty's, the restaurant would become a local fixture and was popular with beachgoers. The adjacent parking lot became almost synonymous with the restaurant, which led to the "Betty's Lot" moniker. Betty's remained in operation into the late 1960s before closing and ultimately being torn down. Refer to Section 4.4, Cultural Resources, of this PEIR for more historical information.

2.1.3 Existing Land Use

On-Site Land Uses

The Project site is currently developed, as shown in Figure 3-2A, Project Site, in Chapter 3. The Project site consists of the Pier View Way Bridges and Lifeguard Headquarters, the Junior Seau Beach Community Center, the Junior Seau Amphitheater and Bandshell, and Betty's Lot/Parking Lot No.30. These facilities are currently being used by the public. However, as mentioned above, many of these facilities have reached the end of their useful life and are in need of replacement and upgrade. Additionally, a Comfort Station is located adjacent to the Junior Seau Amphitheater on the Project site. This facility is currently being used by the public and would not be altered during Project implementation.

Surrounding Land Uses

Land uses in the vicinity of the Project site primarily include commercial properties to the east, commercial and residential properties to the north and south, and the Pacific Ocean to the south and west. The Oceanside Municipal Pier (wooden portion) is directly west of the Project site, connected by the Pier View Way Bridges. The Project site is approximately 0.76 miles west of Interstate 5, the nearest major access-controlled highway.

2.1.4 Existing Zoning Designations

The Project site and adjacent properties to the east and west are currently zoned for Downtown District, Subdistrict 15 (D-15). This subdistrict is intended to provide public facilities, public parks, open spaces, and other public oriented uses.

City Zoning Ordinance Article 12 (Downtown Districts) outlines the regulations of the Downtown Subdistricts. As presented in Section 1210 of the Zoning Ordinance, the specific purposes of the downtown district are as follows:

A. To promote the long-term viability of and rejuvenation of the Downtown District (formerly known as Redevelopment Project Area) and to protect and enhance primarily boating and water-dependent activities; and secondarily other public-oriented recreation uses in the Oceanside Small Craft Harbor
B. Maintain and enhance an appropriate mix of uses; and
C. Provide land-use controls and development criteria consisted with the General Plan, the Redevelopment Plan, and the Local Coastal Program.

Consistent with these purposes, it is the intent of the D District to establish special land-use subdistricts with individual objectives. The Project site is within Subdistrict 15 which establishes the following objective:

- ***Subdistrict 15:*** To provide for public facilities, public parks, open spaces, and other public oriented uses.

Adjacent areas to the north are designated as Downtown District, Subdistrict 5 (D-5) which has an objective to provide high-density residential neighborhood in an urban setting in close proximity to shopping, employment, transportation, and recreational facilities. Adjacent areas to the east are designated as Downtown District, Subdistrict (D-12) which has an objective to provide a special tourist/visitor-oriented subdistrict that relates to the pier, ocean, beach, marina, and freeway. These zoning designations are described in detail in Section 4.10, Land Use and Planning, of this PEIR.

2.1.5 Existing General Plan Land Use Designations

The Project site and the immediately adjacent areas to the east, south, and west are within the Downtown Redevelopment area and within the Coastal Zone per the City's Local Coastal Program. The areas surrounding the Project site are also within the Downtown Redevelopment area and the Coastal Zone per the City's Local Coastal Program (City of Oceanside 1985).

2.2 Regional Setting

2.2.1 Climate

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

precipitation in the local area is approximately 10.34 inches per year, with the bulk of precipitation falling November through March (U.S. Climate Data 2025).

2.2.2 Air Basin

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

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

Air quality standards have been set pursuant to the federal and state Clean Air Acts, which are referred to as the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The favorable climate of San Diego also works to create air pollution problems. The SDAB has been determined to be in non-attainment of the federal and state ozone (O_3) air quality standards. In the fall months, the SDAB is often impacted by Santa Ana winds, which can transport air pollution from the South Coast Air Basin and increase O_3 concentrations in the San Diego area. Under certain conditions, atmospheric oscillation results in the offshore transport of air from the Los Angeles region to San Diego County, which also raises the O_3 concentrations within the SDAB. Due to this condition and the associated Clean Air Act requirements, Regional Air Quality Strategies have been developed to address reducing O_3 in the SDAB. Refer to Section 4.2, Air Quality, for additional information regarding air quality in the SDAB.

2.2.3 Soils

Soils in the Project site primarily consist of unconsolidated beach sands, overlaying bedrock most likely of the Santiago Formation (Appendix H-1, Geotechnical Report, and Appendix H-2, Preliminary Foundation Report). Refer to Section 4.6, Geology and Soils, for additional information.

2.2.4 Terrain

The topography of the Project site is generally flat and contains the beachfront facilities. The elevated bluffs on the east side of the Project site are partially disturbed with the Pier View Way Bridges and Junior Seau Amphitheater, and the other portions of the bluff contain non-native vegetation. The existing ground surface is at an approximate elevation of 11 to 15 feet above mean sea level along the beachfront. North Pacific Street is at an approximate elevation of 40 to 42 feet above mean sea level at the crest of the bluffs on the eastern side of the Project site.

2.2.5 Watersheds and Hydrology

The Project site is located within the San Luis Rey Watershed Water Quality Improvement Plan (WQIP) area. The major surface waterbody in the vicinity is the Pacific Ocean directly adjacent to the Project site, as well as the San Luis Rey River, approximately 0.7 miles north of the Project site, where it empties in the Pacific Ocean. Additionally, the Project area overlies the Lower San Luis Rey Valley Groundwater Basin within the Mission Subbasin. According to the Stormwater Quality Management Plan, the approximate depth of groundwater at the Project site is between 5 to 10 feet below ground surface. Refer to Section 4.9, Hydrology and Water Quality, for additional details.

2.2.6 Vegetation and Habitats

The Project site supports primarily four land cover types, which include beach (6.42 acres), open water (marine) (14.69 acres), disturbed habitat (riprap) (0.17 acres), and urban/developed land (30.93 acres). No jurisdictional resources were mapped within the biological study area. The San Luis Rey River is located 0.7 miles north of the Project site where it empties into the Pacific Ocean. One special-status species was detected on the Project site, western gull (*Larus occidentalis*). No other special-status wildlife species were observed to have moderate or high potential to occur on site. No special-status plants were observed or have moderate or high potential to occur on site.

2.2.7 Utilities

Potable water is currently provided by the City's Water Utilities Department. The Project site is situated in the western portion of the City in an area served by the Talone 320 Pressure Zone.

Wastewater generated within the existing Project site is collected and treated by the City's Water Utilities Department Wastewater Division (Wastewater Division). The division owns, operates, and maintains the San Luis Rey Wastewater Reclamation Facility (originally called the San Luis Rey Wastewater Treatment Plant) and the La Salina Wastewater Treatment Plant. The proposed Project lies in the service area of the San Luis Rey Wastewater Reclamation Facility; the Project site currently uses existing public sewer conveyance infrastructure in North Pacific Street. Refer to Section 4.16, Utilities and Services Systems, for additional discussion about sewer and water utilities.

On-site drainage generally flows from east to west from Pacific Street to The Strand and ultimately to the Pacific Ocean. There are several small inlets at the Project site that collect flows and discharge them to the existing 18-inch storm drain along the northern extents of the Project site. Portions of Pacific Street also drain to this 18-inch drain pipe. The section of Pacific Street above the existing amphitheater, within the proposed Project footprint, routes flow into an existing 36-inch storm drain. The remaining portions of the Project site areas drain off their perspective parcels and flow into The Strand which collects flows at the curb underside drains and discharges onto the beach, ultimately draining into the Pacific Ocean. Existing pervious pavers are installed throughout the beachfront operations area that was recently constructed, acting as water quality BMPs and storage. Off-site runoff from the upper watershed is routed through the Project site into two storm drains. An existing 18-inch-pipe routes flows from Civic Center Drive through the existing Parking Lot 28 and discharges flows onto the beach west of The Strand and north of Parking Lot 29. Refer to Section 4.9, Hydrology and Water Quality, for additional details.

2.3 Applicable Planning Documents

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

2.3.1 City of Oceanside General Plan

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

The City's General Plan is the primary source of long-range planning and policy direction that is used to guide development within the City and serves as a policy guide for determining the appropriate physical development and character of the City. The City's General Plan is founded on the community's vision for the City and expresses the community's long-range goals. The document was last reformatted in 2002 to rearrange the text and include introductory material. The City's General Plan contains the following 10 elements: Land Use (amended in 1986), Circulation (updated in 2012), Recreational Trails (adopted in 1996), Housing (2013–2021 Housing Element adopted in August 2013), Environmental Resource Management (adopted in 1975), Public Safety (adopted 1975), Noise (adopted in 1974), Community Facilities (adopted in 1990), Hazardous Waste Management (adopted in 1990), and Military Reservation (adopted in 1981). Each of the City's General Plan elements contains goals for the future of the City. In addition, the City's General Plan contains a land use map, which depicts the planned land uses for properties within the City. Objectives and policies established for each land use designation are described within the City's General Plan's Land Use Element (City of Oceanside 2002).

General Plan Update

In 2019, the Oceanside City Council adopted Phase I of the General Plan Update, which included the Economic Development Element, Energy and Climate Action Element, and Climate Action Plan (CAP). . Phase II of the General Plan Update, which is currently underway, will include updating the City's existing Land Use, Circulation, Housing, Conservation and Open Space, Community Facilities, Safety, and Noise elements. The Oceanside General Plan Update establishes the City's overall approach to growth and change within its boundaries to the year 2050, containing both a statement of the community's vision of its long-term development as well as the goals, policies, and actions to support that vision and guide the physical growth of the City. The General Plan Update, which is currently being developed, contains policies to inform decision-making related to development, housing, transportation, environmental quality, natural and human induced hazards, community facilities and services, parks, and open spaces. Phase II of the General Plan Update is proposed to include the following elements: Remarkable Community (RC), Efficient and Compatible Land Use (ECLU), Integrated Mobility (IM), Vital and Sustainable Resources (VSR), Safe and Resilient Environment (SRE), and Healthy and Livable Community (HLC). This planning process aims to revisit important planning elements last updated in 2002 (City of Oceanside 2021a).

The Draft Revised Housing Element (2021–2029) was approved by the California Department of Housing and Development on August 18, 2023, and re-adopted by the City Council on September 13, 2023. The Housing Element was certified in November 2023. An EIR is being prepared for the City's General Plan Update, which will address all topic areas outlined in the CEQA Appendix G Environmental Checklist Form. The comment period for the scoping phase of the General Plan Update EIR ran from May 24 to June 23, 2021. The onwardoceanside.com website provides up-to-date information about the General Plan Update. Additionally, in June 2021 the City released five project background reports, the first major technical step in the process of updating the City's General Plan and preparing the Smart and Sustainable Corridors Specific Plan. The background reports, (1) Baseline Economic and Market Analysis, (2) Land Use and Community Resources, (3) Mobility, (4) Environmental Resources, and (5) Smart and Sustainable Corridors Background Report, provide a comprehensive analysis of resources, trends, and concerns that will frame and guide choices for the long-term development of the City. These five background reports can also be found on the onwardoceanside.com website.

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

2.3.2 City of Oceanside Zoning Ordinance

The City of Oceanside's Zoning Ordinance is the primary implementation tool for the Land Use Element. The Zoning Ordinance and Zoning Map identify specific types of land use, intensity of land use, and development and performance standards applicable to specific areas and parcels of land within the City (City of Oceanside 2021b).

2.3.3 North County Multiple Habitat Conservation Program

The North County Multiple Habitat Conservation Program (MHCP) is a long-term regional conservation plan established to protect sensitive species and habitats in northern San Diego County. The MHCP is divided into seven subarea plans—one for each jurisdiction within the MHCP—that are permitted and implemented separately from one another. The City of Carlsbad is the only city under the MHCP that has an approved and permitted subarea plan. The City of Oceanside Subarea Plan has been prepared and is used as a guidance document for development projects in the City, but the Subarea Plan has not been approved or permitted (City of Oceanside 2010). The Project site is not located within a Biological Core and Linkage Area identified in the MHCP (SANDAG 2003) or Subarea Plan since it is located outside the San Luis Rey River. Refer to Section 4.3, Biological Resources, for more information.

2.3.4 Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan

The overall goal of the Subarea Plan is to contribute to regional biodiversity and the viability of rare, unique, or sensitive biological resources throughout Oceanside and the larger region while allowing public and private development to occur consistent with the City of Oceanside's General Plan and Capital Improvement Program. In addition, the Subarea Plan calls for the conservation of 90% to 100% of all hardline conservation areas; conservation of a minimum of 2,511 acres of existing native habitats as a biological preserve in Oceanside; conservation of a minimum of 95% of rare and narrow endemic species populations within the preserve and a minimum of 80% throughout Oceanside as a whole; and restoration of a minimum of 164 acres of coastal sage scrub habitat within Oceanside, of which 145 acres will be within a Wildlife Corridor Planning Zone (WCPZ). Parcels within the WCPZ contribute to the north/south regional gnatcatcher steppingstone corridor (City of Oceanside

2010). Although the Subarea Plan is used as a guidance document for development Projects in Oceanside, the Subarea Plan has yet to be approved by the Oceanside City Council, and incidental take authority has therefore not been transferred to the City of Oceanside from USFWS and CDFW.

The Subarea Plan identifies undeveloped lands within Oceanside where conservation and management will achieve the Subarea Plan's biological goals while minimizing adverse effects on lands uses, economics, or private property rights. In addition, the Subarea Plan establishes preserve planning zones, the existing biological conditions and goals of which were used as foundations for their designation. The zones are defined for effective implementation of the Subarea Plan. Brief descriptions of the preserve planning zones are provided below (City of Oceanside 2010):

- **Wildlife Corridor Planning Zone.** The WCPZ extends from U.S. Marine Corps Base Camp Pendleton south to Buena Vista Creek. This zone varies in width from 1 to 2 miles along most of its length and is centered roughly on El Camino Real and the associated San Diego Gas & Electric Company electric transmission corridor. It encompasses those parcels that potentially contribute to the north–south, regional gnatcatcher steppingstone corridor, recognizing that existing preserve lands north of the San Luis Rey River complete the steppingstone corridor connection to U.S. Marine Corps Base Camp Pendleton. Although the Project site is disturbed due to its development and does not support the requisite sensitive habitat, the Project site is located within the WCPZ designated by the Subarea Plan (City of Oceanside 2010). The City uses the Subarea Plan as guidance for the review of new development proposals, and it states that new development within the WCPZ would need to conserve at least 50% of the parcel as open space and remove no more than 25% of the coastal sage scrub habitat. Deviations from these standards can be approved if (1) the amount of the conservation deficit is provided elsewhere within the WCPZ and is provided in addition to all other required mitigation; and (2) the alternative solution provides biologically superior conservation value as determined by the City and the Wildlife Agencies (City of Oceanside 2010). The proposed Project is a redevelopment of a previously developed site. The redevelopment area has been mapped as Urban/Developed.
- **Pre-Approved Mitigation Areas.** These areas represent land areas that have significant resource value and therefore will qualify for on-site mitigation credit. Development is allowed in pre-approved mitigation areas, subject to planning guidelines to avoid, minimize, and fully mitigate impacts. The Project is not located within a pre-approved mitigation area.
- **Agricultural Exclusion Zone.** This zone includes lands north of the San Luis Rey River that are planned for agricultural uses under the Oceanside General Plan. Ongoing agricultural practices may continue in this area as long as they do not remove existing natural habitats. The Project is not located within an agricultural exclusion zone.
- **Off-Site Mitigation Zone.** This zone includes all other parcels within the City that support natural vegetation outside of the WCPZ, agriculture exclusion zone, and coastal zone. The off-site mitigation zone includes several pre-approved mitigation areas. The Project site is not located within an off-site mitigation zone.
- **Coastal Zone.** This zone includes all areas within the City's coastal zone where the federal Coastal Zone Management Act and California Coastal Act policies apply. The Project is located within the coastal zone.

In addition to preserve planning zones, the Subarea Plan also identifies specific hardline and softline preserves. Generally, hardline preserves are areas that are already preserved to Subarea Plan standards, and softline preserves are areas specifically targeted for preservation through application of Subarea Plan standards and policies. The Project site is not located within a hardline or softline preserve.

The Subarea Plan also provides guidelines for biological buffers. Biological buffers generally refer to areas that extend perpendicularly into upland areas from the delineated edge of wetland or riparian areas. Biological buffer areas establish an upland zone adjacent to wetlands, designed to avoid and minimize edge effects on wetland functions (e.g., species habitat, water quality maintenance, flood capacity). As stated in Section 5.2.4 of the Subarea Plan (City of Oceanside 2010):

> Wherever development or other discretionary actions are proposed in or adjacent to riparian habitats along the San Luis Rey River, the riparian area and/or other wetlands and associated natural habitats shall be designated as biological open space and incorporated into the Preserve. In addition, a minimum 100-foot biological buffer shall be established for upland habitats, beginning at the outer edge of riparian vegetation. The following uses are prohibited in the 100-foot biological buffer: (1) new development; (2) new pedestrian and bike trails or passive recreational uses not already planned; and (3) fuel modification activities for new development. In the event that natural habitats do not currently (at the time of proposed action) cover the 100-foot buffer area, native habitats appropriate to the location and soils shall be restored as a condition of Project approval. In most cases, coastal sage scrub vegetation shall be the preferred habitat to restore within the biological buffer.

Since the Project is not adjacent to the San Luis Rey River or any wetland/riparian habitats, no buffer areas are included. The Pacific Ocean and beach habitat do not meet the City's definition of riparian or wetland (City of Oceanside 2010).

2.3.5 City of Oceanside Climate Action Plan

The City's CAP (City of Oceanside 2019) seeks to align with state efforts to reduce greenhouse gas (GHG) emissions while balancing a variety of community interests: e.g., quality of life, economic development, and social equity. The CAP outlines the measures the City will take to make progress towards meeting the State of California's 2050 GHG reduction goal. Achieving the state's 2050 GHG reduction target will require local jurisdictions to complement state measures such as low-carbon fuel standards, vehicle fuel-efficiency standards, and the Cap-and-Trade Program. Reducing the City's carbon footprint requires both local government action as well as a commitment from residents, business owners, and others in the community to reduce their reliance on fossil fuels; pursue clean and renewable energy sources; reduce, reuse, recycle, and compost solid waste; conserve water and carefully manage the City's land resources.

Given that the vast majority of the City's GHG emissions are generated by the private sector, the bulk of the GHG reduction measures outlined in the City's CAP address emissions associated with residential, commercial, industrial, and agricultural uses. Other reduction measures address emissions from the public sector.

2.3.6 Regional Plans

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

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

The San Diego Association of Governments' (SANDAG) San Diego Forward: The Regional Plan (Regional Plan) combines the region's two most important existing planning documents—the Regional Comprehensive Plan and the

Regional Transportation Plan (RTP) and its Sustainable Communities Strategy (SCS). The Regional Comprehensive Plan, adopted in 2004, laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The plan covered eight policy areas, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, our borders, and social equity. These policy areas were addressed in the 2050 RTP/SCS and are now fully integrated into the Regional Plan.

The SANDAG Board of Directors adopted the 2021 Regional Plan on December 10, 2021. The 2021 Regional Plan is a 30-year plan that considers growth, movement, and residential location around the region. The 2021 Regional Plan combines the RTP/SCS and Regional Comprehensive Plan. As such, the 2021 Regional Plan must comply with specific state and feral mandates. These include an SCS, per California Senate Bill 375, that achieves greenhouse gas emissions reduction targets set by the California Air Resources Board, compliance with federal civil rights requirements (Title VI); environmental justice considerations; air quality conformity; and public participation (SANDAG 2021). For additional information regarding the Regional Plan, refer to Section 4.2, Air Quality; Section 4.7, Greenhouse Gases; Section 4.10, Land Use and Planning; and Section 4.14, Traffic and Circulation.

Regional Air Quality Plan

The San Diego Air Pollution Control District and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The Regional Air Quality Strategy (RAQS) for the SDAB was initially adopted in 1991 and is updated on a triennial basis, most recently in 2016 (SDAPCD 2016). As discussed under Section 2.2.2 above, the SDAB is in non-attainment for O_3. The RAQS outlines the San Diego Air Pollution Control District's plans and control measures designed to attain the state air quality standards for O_3. The RAQS relies on information from the California Air Resources Board and SANDAG, including mobile and area source emissions and information regarding projected growth in the County and the cities in the County, to forecast future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The California Air Resources Board mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of the development of their General Plans (SANDAG 2017a, 2017b). The Project would be consistent with the RAQS, considering the Project complies with the General Plan and zoning designations for the site. For additional information regarding air quality plans, refer to Section 4.2, Air Quality.

Water Quality Plans

San Luis Rey Watershed Water Quality Improvement Plan

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

The City lies within the San Luis Rey Watershed Management Area and is one of the responsible municipalities for the watershed's WQIP. The San Luis Rey Watershed WQIP was accepted by the Regional Water Quality Control Board on February 12, 2016, and finalized in March 2016 (County of San Diego 2016). The WQIP includes strategies to improve water quality in receiving waterbodies. The Project would comply with these strategies and

would be consistent with this plan. For additional information water quality, refer to Section 4.9, Hydrology and Water Quality.

Oceanside Municipal Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority serves as the Airport Land Use Commission for the County and develops and adopts airport land use compatibility plans for each public use and military airport within its jurisdiction. The airport land use compatibility plan, as amended in December 2010, provides policies to ensure compatibility with airport and surrounding uses. These policies span various topics including noise, overflight zones, development standards, and safety within an established Airport Influence Area for each airport over a 20-year horizon (ALUC 2010).

3 Project Description

3.1 Project Location

The proposed Pier View Way Bridges and Lifeguard Headquarters and Beachfront Phase II Facilities Project (Project) is located in the City of Oceanside (City), California (Figure 3-1, Project Location). The Project consists of four City owned facilities including, the Pier View Way Bridges (Pier Bridges) and Lifeguard Headquarters, the Junior Seau Beach Community Center, the Junior Seau Amphitheater and Bandshell, and Betty's Lot/Parking Lot No. 30. Detailed descriptions of each of these features are provided below in Sections 3.2.1–3.2.6. The Project site, including each of the Project site features, is located on the west side of North Pacific Street along the Pacific Ocean and Oceanside City Beach between Civic Center Drive and Parking Lot No. 28 to the north and 1st Street to the south (Figure 3-2A, Project Site). Additional details on the Project site elements are provided on Figure 3-2B.1, Project Site Proposed without Betty's Lot (Alternative 1), and Figure 3-2B.2, Project Site Proposed with Betty's Lot (Alternative 2). The Project site also contains a portion of The Strand which is the main thoroughfare along the Oceanside City Beach (beach); it is a paved two-way pedestrian and bicycle path, with restricted vehicular access, paralleling the beach and immediately west of the four referenced City owned facilities. A portion of The Strand crosses underneath the Pier Bridges. Adjacent land uses include commercial properties to the east, commercial and residential properties to the north and south, and the Pacific Ocean to the south and west. The Oceanside Municipal Pier (wooden portion) is directly to the west of the Project site, connected by the Pier Bridges. The Assessor's Parcel Numbers (APNs) for the Project site is: 147-074-1500, 147-074-1400, and 760-186-5800. The Project site is approximately 0.76-mile west of the Interstate-5, the nearest major access-controlled highway. According to the City's General Plan Land Use Map, the Project site is within the Downtown Redevelopment area and is within the Coastal Zone per the City's Local Coastal Program. The zoning designation of the Project site is Downtown District, Subdistrict 15 (D-15). This subdistrict is intended to provide public facilities, public parks, open spaces, and other public oriented uses.

3.2 Existing Facilities

The following sections describe the condition and history of development of the existing facilities located within the Project site. The existing facilities and their continued utilizations are consistent with the underlying General Plan and Local Coastal Program Land Use designations, and within the existing zoning designation. No changes to the existing uses are proposed.

Proposition A

Initiated through a general municipal election and approved by the City Council on April 9, 1986, Proposition A limits the height of new construction along The Strand from Wisconsin Avenue to Mira Mar Place to the "present elevation" of that portion of Pacific Street. The present elevation of Pacific Street adjacent to the Project site is approximately 30 feet.

Because the Project site is located along The Strand between these specified limits, it is subject to Proposition A height restrictions. Therefore, construction of any new improvements, structures, or buildings above elevation of Pacific Street would require another vote of the people and the City Council approval to amend or modify the Proposition.

3.2.1 Pier View Way Bridges

The Pier Bridges provide the primary entrance and exit to the Oceanside Municipal Pier. The Pier Bridges provide an at-grade entrance with Pacific Street sloping downward (approximately 6%) and extending west to the connection point with the existing wooden municipal pier. This connection point between the wooden pier and the Pier Bridges also includes a steep (approximately 19%) ramp that is sloped back in an easterly direction with a touchdown into the pier plaza area. The Pier Bridges were originally constructed with an open public dining room underneath the pier and at the western end of the concrete structure where it abuts the wooden pier. In 1987 the dining room was converted to the Lifeguard Headquarters which is still present and continues to be used for lifeguard operations today. On the east side of the Pier Bridges, two staircases, provide connections from the bridges and Pacific Street down to the pier plaza below with one staircase on the north and south sides. Alongside the stairs and interior to the Pier Bridges are elevated enclosed spaces currently used for storage that were once public restrooms/changing rooms. The concrete structure, which spans over The Strand, was constructed in 1927. The Pier Bridges extend from an east to west orientation over and above the pier plaza, which is utilized by vendors, beachgoers, and visitors, along with a northerly plaza extension that connects to the Junior Seau Beach Community Center.

The Pier Bridges are approaching 100 years in age, and despite continued maintenance efforts by the City over the years, most recently in 2016-2018, the structures have continued to deteriorate (Appendix B-2 to this PEIR). As a result, the Pier Bridges are approaching the end of their service life and requires a long-term solution (retrofit or replacement) consistent with the approved Pier View Way Bridge & Lifeguard Headquarters Feasibility Study (August 16, 2023) (Appendix B-2 to this PEIR). Additionally, as an integral element of the Pier Bridges the Lifeguard Headquarters continue to provide critical public safety services from this location; however, as described in detail below (Section 3.2.2, Lifeguard Headquarters) and as also reflected in the referenced 2023 feasibility study, lifeguard services have outgrown the current headquarters facility, and additional space is needed for current and future operational growth.

3.2.2 Lifeguard Headquarters

As referenced above in Section 3.2.1, Pier View Way Bridges, the City's Lifeguard Service is operated out of its headquarters located at the western end and base of the Pier Bridges in the space originally used as a public dining area. This Lifeguard Headquarters location was constructed in and has been operated out of since 1987. This facility is integral with the Pier Bridges and, as described above, is subject to the continued structural deterioration. The Lifeguard Headquarters provides access to and from a busy public shoreline and surrounding public facilities and supporting amenities which are described throughout this project description. The current headquarters location consists of a reception area, first aid area, meeting room, offices and workstations, locker rooms, dive lockers, kitchen, storage, and a garage. Pursuant to Section 30254 of the Coastal Act, the existing Lifeguard Headquarters is considered a coastal dependent essential "public works facility" that is vital to the continued health and safety of the City's public recreation, commercial recreation, and visitor-serving land uses. The headquarters facility's current location provides critical views of the beach, particularly adjacent to and under the pier where this stretch of the coastline has the strongest rip currents.

Drawing from the type and number of incidents and medical aid calls[1] near the pier and along the beach, it is imperative to maintain these observation points and preserve the Lifeguard Headquarters in its current location to ensure expedited response times. Other lifeguard service facilities, including the Junior Lifeguard building in the

[1] In fiscal year 2022, the Lifeguard Service ran 8,682 calls for service with a total number of 54,887 victims/involved parties.

harbor were evaluated as potential locations for alternative Lifeguard Headquarters service needs; however, those locations do not have the adequate size to house the current or future lifeguard services program needs nor provide the same critical views and expedited emergency response times as the current headquarters location does. The Lifeguard Headquarters is undersized for current and future service needs. The facility is approximately 3,700 square feet; however, as the number of lifeguard staff has increased, the offices and workstations in the current facility have become crowded and undersized for staffing needs. A central meeting space large enough to accommodate all daily staff is also needed to facilitate daily briefings and coordinated shift changes. A more detailed discussion on the current needs, space limitations, and proposed support facility is provided below in Section 3.6.3, Lifeguard Operations Building.

3.2.3 Junior Seau Beach Community Center

The Oceanside Community Center, now officially named the Junior Seau Beach Community Center (JSBCC), is a 16,884 square-foot facility that was formally dedicated in September 1955. The renaming of the facility occurred in 2012 in commemoration to the late National Football League Hall of Fame player Junior Seau, a graduate of Oceanside High School and long-time resident of the City. The JSBCC is located immediately north of the Pier Bridges and is bordered by The Strand to the west, the pier plaza to the south, and North Pacific Street to the east. The JSBCC includes a surface parking lot surrounding the facility to the north and west.

The JSBCC has a long and storied history as one of the City's valued public resources. During the first year of dedication, the JSBCC hosted the Camp Pendleton, Marine Corps Ball, which was one of the first events held that same year (November 1955) (Hawthorne 2020). The JSBCC has also played host to numerous community activities throughout its history, including meetings, social events, dances, and an early senior center. As a senior center, the JSBCC was briefly (1958) known as the Golden Age Club (Hawthorne 2020). Additionally, the JSBCC was historically used for live entertainment, including symphony performances, a hosted television show, country western acts, movie presentations, professional boxing training and demonstrations, and live music events. In the early 1980s the JSBCC began to see decline as other venues and community resources expanded throughout the surrounding neighborhoods. By 1985 the City invested in redevelopment and renovation, including exterior columns and large wooden beams along the west façade; however, those features have since been removed. In 1992, a 45-foot ocean mural was added to the north elevation of the building, with the mural still in place today. Additional renovations occurred in the early 2000s. The current interior configuration of the JSBCC features a gymnasium, dance/fitness room, game/activities room, a stage, kitchen, staff work areas, storage, and restrooms. These building features have and continue to facilitate the current suite of activities and events that take place, including basketball play and leagues, pickleball, tai chi, beach and ball sports, day camps, wheelchair sports, after school programs, and special events (weddings, birthdays, and dances). The JSBCC is also home to the City's Sports Office which serves as an information center, providing information and contacts for both youth and adult sports programs. The local little league, softball league, soccer league and football league information is provided through that office, along with permits for City athletic fields.

3.2.4 Junior Seau Amphitheater and Bandshell

The Junior Seau Amphitheater and Bandshell together represent a unique venue with no such facilities of a similar configuration throughout Southern California. This is a one of kind venue that serves as an integral part of the City's recreational and cultural resources. These two features have different historical timelines from original concept development to design advancement, and ultimately into implementation, with the bandshell having been built and put into operation first. The bandshell was presented to the City Council just over 100 years ago as a planned "band

stand." The bandshell took on this particular nomenclature based on the original design, which included a shell formed at the back of the structure to provide a sounding board as an aid to music and public speaking events. The original bandshell was a 24' x 26' structure built in the Mission Style and was completed in 1919. Following completion, the bandshell became a focal point for local activities, including concerts and events. In preparation for a July 4, 1927, celebration (Oceanside's 4th Pier Celebration) a number of improvements surrounding the bandshell were implemented, including a modernization of the bandshell itself. The original design and build of the bandshell included a cupola that was removed as part of the modernization efforts. Additionally, the bandshell was relocated to the south with a northeast facing orientation, along with the introduction of new wooden benches to accommodate public event patrons.

In 1936, the wooden bench seating, which had been identified as inadequate, was removed and the need for a new beach stadium was identified. As part of the Great-Depression-era Works Progress Administration (WPA) the beach stadium was approved and constructed in 1937 with an estimated capacity of approximately 2,000. This beach stadium or amphitheater was built a cast-in-place concrete structure to compliment and accommodate attendees for events taking place as part of the amphitheater and bandshell. Following years of service and community events at these facilities, the bandshell was dismantled in 1948 due to termite infestation and damage. For two years after the dismantling, the City was without a proper event venue, so in April 1950, the City solicited bids for a new bandshell. In concert with the bid process, the City recommended that the new bandshell be relocated back to a location directly in front of the beach stadium and adjacent to The Strand. The new bandshell was built in the recommended location and included a full suite of necessary features (a backstage area including a restroom, dressing room area, and storage) to support events and performers. The new bandshell was completed in June 1950 and included a 14,000 square-foot concrete slab around the bandshell and extending to the base of the beach stadium. This newly paved area has been preserved and continues to be used today. Since the last renovations, conducted in 1953, the amphitheater and bandshell continue to be used and are located directly south of the Pier Bridges. They are bordered to the west by The Strand, to the east by North Pacific Street, and to the south by the City's Beach Operations Center and Betty's Lot. The amphitheater, which was renamed in 2012, currently has a 2,500-person seating capacity: 1,500 seats are in the stepped seating area, while 1,000 seats are available within the paved area in front of the bandshell and at the level of The Strand. Together, with the bandshell, the facility is known for holding concerts, graduation ceremonies, and special events.

3.2.5 Beachfront Operations Center

This facility was completed in 2022 as part of Beachfront Facilities Project Phase I. The facility includes a police substation, public work maintenance building, and beachfront public restrooms. There are no modifications or improvements proposed as part of the Project; however, the facility is located immediately adjacent to and south of the amphitheater and bandshell and immediately north of Betty's Lot.

3.2.6 Betty's Lot/Parking Lot No. 30

Betty's Lot/Parking Lot No. 30, as described above, is a 111-space parking area located directly south of the Beachfront Operations Center and amphitheater and bandshell. This parking lot provides visitors access to the beach and nearby amenities. The approximately 0.8-acre parking lot is accessed by vehicles via The Strand and Seagaze Drive. The lot, which offers visitors public parking, is bordered by The Strand to the west, Seagaze Drive to the south, and North Pacific Street to the east.

The genesis of the Betty's Lot's nomenclature stems from local lore and is linked to a well-liked but long ago closed and dismantled restaurant called "Betty's." Betty's was also locally referred to as Betty's on the Beach and Betty's Place. The restaurant was located along The Strand and within the limits of the current parking lot.

The specific history starts from the 1950s when a small restaurant space was built immediately south of an existing set of public dressing rooms. At this date of original construction, the restaurant space was offered for lease by the City. The first lease holder and operator that would generate the local support and loyalty was Elizabeth Smith and her husband Charles. Around 1949 the Smith's moved to Oceanside and purchased their first restaurant, named "Smith's Dining Room." They owned and operated this facility for approximately one-year and then leased the City's recently built restaurant space on The Strand. The name for the restaurant, "Betty's," is believed to be sourced from Mr. Smith's daughter from a previous marriage, whose name was Betty. Upon opening Betty's, the restaurant would become a local fixture and was popular with beachgoers. The adjacent parking lot became almost synonymous with the restaurant and that given proximity led to the "Betty's Lot" moniker. Betty's remained in operation into the late 1960s before closing and ultimately being torn down.

Project Background

As described in detail above in Section 3.2, Existing Facilities, the City's beachfront facilities are valued assets with long histories and diverse utilization, including numerous special events and year-round patronage by locals and visitors. This location and corresponding features possess a high-level of local pride as cherished resources. Therefore, the need to enhance the full suite of beachfront facilities encompassing the Project site has been and continues to be an ongoing priority of the City, including continued investment. Consistent with these objectives, the City in 2006-2007, conducted a study for the area extending from Breakwater Way to Wisconsin Avenue which culminated with a City Council workshop presenting the Oceanside Waterfront Vision Plan. This vision plan's make-up included a number of related projects (e.g., Coast Highway Corridor Study, Beachfront Improvements Phase I and II, RE:BEACH Oceanside, and Local Coastal Program Update), and has served as a guiding document for proposed improvements with the defined study limits. In additional support of these priorities, in 2018, Oceanside voters also recognized a pressing need to maintain and enhance public safety services and invest in City infrastructure through the approval of Measure X, a local ballot initiative that increased Oceanside's sales tax 1/2 cent for a period for seven years, beginning on April 1, 2019. "Measure X has and continues to facilitate historic investment in revitalizing heavily used public spaces such as roads, beachfront areas, and the pier." At that time City staff were given direction to focus on priority improvements identified through this process which included various restroom projects and Phase 1 Beachfront Improvement Project (which was completed in 2022). The Phase 1 Project included remodeling the existing bathhouse into a new police substation, construction of a new public works maintenance building, new restroom facility, and improved public plaza and staircase with viewing areas.

Since then, two additional feasibility studies, also funded through Measure X, were completed by the City. The Phase II Beachfront Improvements Feasibility Study (September 2022) (Appendix B-1 to this PEIR) explored potential improvements to the nearby JSBCC, Junior Seau Amphitheater and Bandshell, the public spaces in between, and a long-range concept study of Betty's Lot. The Pier View Way Bridge & Lifeguard Headquarters Project Feasibility Study (Appendix B-2) evaluated replacement and rehabilitation options for the two Pier View Way pedestrian bridges, providing connection to the existing wooden portion of the municipal pier, and the current and future programming needs of the Lifeguards as their services and staffing requirements are projected to expand.

In the City's effort to evaluate and plan the beachfront facility improvements cohesively, City Council authorized those efforts under a coordinated program level approach that integrates the analysis between the Pier View Way Bridge and Lifeguard Headquarters Project and Beachfront Improvement Phase II Projects under this consolidated

Draft Program Environmental Impact Report (Draft PEIR). A background discussion on the City's prioritization and evaluation efforts for each of the identified features is provided below.

3.2.7 Public Outreach, Coordination, and Engagement

As described in detail above in Section 3.2 and in Section 2.1.2, Site Background, in Chapter 2, Environmental Setting, the need to enhance the beachfront area that encompasses the full suite of beachfront facilities has been and continues to be an ongoing priority of the City of Oceanside, including the need to engage and inform City commissions and committees, stakeholders and the public throughout the assessment process. In the City's effort to evaluate and plan the beachfront area cohesively, City Council authorized (August 23, 2023) and directed City staff to ensure that efforts be coordinated between the Pier View Way Bridge and Lifeguard Headquarters Project and Beachfront Facilities Phase II Projects. Prior to this City Council direction, the two projects conducted robust public outreach, coordination and engagement along parallel tracks. Those efforts have been advancing as a cohesive set of support services for the City and will continue in this same manner through to the project approval milestones. A summary listing of the Pier Bridges and Beachfront Facilities Phase II outreach and engagement efforts/events is provided below under a combined project listing.

- Pier Bridges Community Outreach Meeting – July 15, 2021
- Beachfront Facilities Phase II Advisory Committee (all committees and commissions) Meeting – August 3, 2021
- Pier Bridges Community Outreach Meeting – August 24, 2021
- Beachfront Facilities Phase II Focused Discovery Community Sports & Recreation Meeting – August 31, 2021
- Beachfront Facilities Phase II Parks and Recreation Commission Meeting – September 14, 2021
- Beachfront Facilities Phase II Arts Commission Meeting – October 4, 2021
- Beachfront Facilities Phase II Oceanside Historical Preservation Advisory Commission (OHPAC) Meeting – October 5, 2021
- Beachfront Facilities Phase II Community Outreach Meeting – October 14, 2021
- Beachfront Facilities Phase II Harbors and Beaches Advisory Committee Meeting – October 18, 2021
- Beachfront Facilities Phase II Downtown Advisory Committee Meeting – October 27, 2021
- Beachfront Facilities Phase II Focused Cultural and Community Events Meeting – October 28, 2021
- Beachfront Facilities Phase II Cultural District Steering Committee Meeting – December 15, 2021
- Pier Bridges OHPAC Meeting – January 4, 2022
- Pier Bridges CCC Staff Meeting – February 8, 2022
- Beachfront Facilities Phase II Community Outreach Meeting (Option Development Phase) – May 25, 2022
- Beachfront Facilities Phase II Parks and Recreation Commission Meeting (Options Development Phase)– July 12, 2022
- Beachfront Facilities Phase II Community Outreach Meeting (Final Documents Phase) – August 17, 2022
- Pier Bridges Parks and Recreation Meeting – September 13, 2022
- Pier Bridges Oceanside City Council Workshop – September 21, 2022
- Beachfront Facilities Phase II Parks and Recreation Commission Meeting (Final Documents Phase) – October 12, 2022

- Pier Bridges Oceanside City Council Workshop Meeting – October 26, 2022
- Pier Bridges Oceanside City Council Briefings – October 2022
- Pier Bridges Public Outreach Meeting – November 10, 2022
- Pier Bridges OHPAC Meeting – January 17, 2023
- Pier Bridges OHPAC Meeting – July 31, 2023
- Pier Bridges/Beachfront Facilities Phase II Oceanside City Council Hearing – August 23, 2023
- Pier Bridges/Beachfront Facilities Phase II Oceanside City Council Hearing – October 18, 2023

3.2.8 Pier View Way Bridges and Lifeguard Headquarters and Lifeguard Operations Building

3.2.8.1 Pier View Way Bridges

Consistent with the existing facilities discussion provided above in Section 3.2.1 and as reflected in the Pier View Way Bridge & Lifeguard Headquarters Feasibility Study (Appendix B-2), the City also determined that improvements to the Pier Bridges must carefully consider numerous factors, including its local historic significance, lifeguard service needs, the public plaza and strand, storm event water levels and flooding, and sea level rise. Additionally, environmental considerations associated with coastal development and permitting, ADA accessibility to The Strand and beach, landscaping, geotechnical conditions, and hazardous materials were also assessed.

Historic Resource, Lifeguard Service Need, and Flooding and Sea Level Rise

From a historic significance perspective and building from the preliminary evaluation conducted during the feasibility study, a Built Environment Inventory and Evaluation Report (July 2024) was prepared and is included in Appendix G-2 of this PEIR. Based on the results, the bridges are not currently listed on the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR). The structures are eligible for listing as a historic resource under both programs and have been analyzed as such under CEQA. Under the City's designation criteria;[2] the structures eligibility for listing as historic resources has been confirmed and the official local historic designation has been completed. Based on the referenced technical study the Bridge's eligibility as a historic resource falls under NRHP and CRHR Criterion A/1 and City of Oceanside Criterion A for its role in the development of Oceanside. Specifically, Criterion A/1, is associated with patterns of events that have made a significant contribution to the broad patterns of history and not related to the structure's architecture.

The lifeguard service needs (existing and projected) are discussed above in Section 3.2.2. The area surrounding the Pier Bridges, including the existing Lifeguard Headquarters has been subject to flooding over the years, and the City's Coastal Hazard Vulnerability Assessment report prepared in 2018 noted that the increased frequency of flooding will lead to water and other flood related damages (City of Oceanside 2018). As part of the Pier View Way Bridge & Lifeguard Headquarters Feasibility Study (Appendix B-2), a coastal hydraulic analysis was performed to determine the 100-year design water elevations with sea level rise for the existing conditions. In support of this PEIR the hydraulic, including sea level rise, analysis has been conducted and the limits expanded to include the Phase II Beachfront Improvements Feasibility Study area (see Appendices K-1 and K-2). Additionally, and in accordance with the Ocean Protection Council (OPC) 2024 Sea Level Rise Guidance (California Sea Level Rise

[2] Citywide survey conducted in 1992 that recommended a listing, but no steps were taken internally at the City to proceed with the listing efforts/steps.

Science Task Force et al. 2024), three sea level rise scenarios were considered: existing condition (no sea level rise), and two sea level rise scenarios dependent on facility type (see Section 2.7.1 and Attachment 12 of Appendix B-2). Recommendations per the Coastal Commission's Sea Level Rise Guidance for Critical Infrastructure were also considered to the extent practicable (CCC 2021). The analysis, corresponding results, and planned remedies, including managed retreat, are described in detail in Section 4.9, Hydrology and Water Quality, of this Draft PEIR.

Additional Environmental Considerations

The other environmental considerations topics listed above were integral elements to the preliminary assessment conducted during the feasibility study and the results have informed the analysis conducted as part of and as reflected in this Draft PEIR.

Coastal Development Permitting The coastal development permitting and coordination with California Coastal Commission has been extensive with numerous key points discussed. During the feasibility study phase several meetings were held between the Project team and staff from the California Coastal Commission (CCC) to understand the key coordination points for the Project. This culminated in a letter from the CCC on April 21, 2023, which states staff is "generally supportive of the Project and do not have significant comments on the bridge replacement portion of the Project, acknowledge the lifeguard station is necessary to protect public safety, and can support the new development proposed on the eastern side of The Strand" (see Appendix B-2, Attachment 12). Building from the proactive coordination with CCC staff undertaken during this phase, coordination and consultation has continued into this phase of the Project. This Project area falls within the jurisdiction of both the California Coastal Commission and the City of Oceanside under their Local Coastal Plan (City of Oceanside 1985). Based on these overlapping jurisdictions and instead of applying for individual permits from each agency for sections, a single consolidated Coastal Development Permit issued by the Coastal Commission will be applied encompassing the entire Project site.

ADA accessibility to The Strand and Beach ADA accessibility has and continues to be a challenge in the Project area. Currently to access The Strand from Pacific Street a person must either take one of the two flights of stairs at the east end of the Pier Bridges or use the existing steep (19% grade) ramp at the west end of the Pier Bridges. Neither of these options are ADA-compliant. ADA compliant accessibility on to the Pier Bridges is only available from Pacific Street, and ADA-compliant accessibility to The Strand and surrounding public amenities is only available through existing roadway and sidewalks both north and south of the Project area. Currently no direct access from the Pier Bridges down to The Strand or Beach or from The Strand and Beach up to the Pier Bridges is available. Ultimately, ADA compliant access improvements from Pacific Street down to The Strand will be provided via a ramp on the northeast side of the bridges. These improvements are analyzed as part of the proposed improvements and within this Draft PEIR.

Landscaping The existing landscape surrounding the Project site is a compilation of landscape interventions over several decades, including mature Mexican fan palms featured throughout the site, along with raised planters with a variety of artificial turf, cobble, succulents and grasses. The bluff/slope planting consists of non-native ornamental species supplemented with large cobble. Cobble has been used as ground cover throughout the site due to poor performance of plantings and as a deterrent to undesired activities. The need for a cohesive landscape concept was identified through the design development process and refined by input received during the public outreach process (Section 3.2.7, Public Outreach, Coordination, and Engagement). A cohesive landscape design plan, including but not limited to slope plantings, planters, and hardscape treatments, which unifies the coastal aesthetic of the Pier Bridges and adjacent beachfront facilities (Section 3.2.9, Beachfront Facilities Phase II Project) has been

developed and is included in Appendix C of this PEIR. The landscape design plan included a focus on maximizing circulation and flexible site use opportunities, preserving, and enhancing site lines and visibility for public safety and to support operations of the Lifeguard Service. The recommended plant palettes feature native and drought tolerant species appropriate for coastal exposure, specifically utilizing native coastal species suitable for bluff/slope stabilization, consistent with the City's Landscape Development Manual (City of Oceanside 1991). The detailed analysis of this plan and proposed implementation in the context of visual resources is provided in Section 4.1, Aesthetics, of this Draft PEIR.

Geotechnical Conditions An evaluation of the geotechnical conditions and the Bridges existing foundations (Appendix H-2) has been conducted, including existing geologic mapping that identified marine beach deposits as unconsolidated, loose to medium dense, fine to medium grained sands. The coastal bluffs above the beach are composed of older Quaternary paralic deposits consisting of interfingered strandline, beach, estuarine and colluvial deposits of siltstone, sandstone, and conglomerate. The existing bridge structures are supported on timber pile foundations at the Lifeguard Headquarters and spread footings at the bridge columns. Though the structure does not exhibit signs of settlement or distress due to the existing spread footings, the proposed structure is recommended to be supported on pile foundations due to the potential for liquefaction. Spread footing foundations were identified as a feasible design option for the proposed Lifeguard Operations Building (Section 3.6.3) near the bluff. Additionally, it was determined that the coastal bluffs had been previously modified as part of the development surrounding the Bridges and adjacent beachfront facilities. The Project site is in seismically active Southern California and is subject to both local and distant earthquakes. The identified soil types are unconsolidated beach sands that would be subject to liquefaction during a seismic event. These preliminary assessments have been confirmed during the geotechnical investigation performed and as summarized in the corresponding report (Appendix H-1, Geotechnical Report). The detailed analysis and documentation is provided in Section 4.6, Geology and Soils.

Hazardous Materials An assessment of hazards materials associated with the Bridges was conducted (Appendix I of this PEIR), including a visual reconnaissance of the structures, collecting bulk samples that were tested for asbestos-containing material (ACM), and taking visual readings for potential lead-containing surfaces. Only a single occurrence of an ACM was found, specifically in an approximately six-inch-diameter asbestos cement pipe emerging from the sand to the northeast of the Lifeguard Headquarters. This pipe has since been removed as part of the City sponsored utility replacement project. Surfaces containing lead were identified in the existing storage spaces, previously restrooms, specifically on the painted surfaces and ceramic tile. Prior to construction these materials will be removed by a licensed abatement contractor in accordance with federal, state, and local regulations which are described in Section 4.8.2, Regulatory Setting, in Section 4.8, Hazards and Hazardous Materials.

3.2.8.2 Lifeguard Headquarters

The Oceanside Lifeguard Service provides public safety to users of City's coastline and ocean waterways from the Oceanside Harbor entrance to the south city limits, approximately 3.7 miles of beach. A component of Phase 1, Schematic Design and Pier View Way Bridge & Lifeguard Headquarters Feasibility Study (Appendix B-2) was to evaluate the needs of the Lifeguard Service and the current headquarters location as an integral feature of the pier structure, located within the western end and base of the existing pier Bridges. Within this existing location the Lifeguard Headquarters is a coastal-dependent land use required for public health and safety that has been in operation since 1987. Its current location provides critical views and access to a busy public area. Since the Lifeguard Headquarters is limited in size and must stay within the existing 3,700 square foot historic outer configuration, a new proposed floor plan was developed to retain and optimize key space requirements that

maintain essential operations and maximize public safety. The layout of the proposed reconfigured Lifeguard Headquarters floorplan was developed to retain and optimize four critical public safety functions:

1. Supervisory Lifeguard Workstations;
2. Central Lifeguard Preparation Area;
3. Public Interface and First Aid Areas; and
4. Beach Rescue Equipment.

All other Lifeguard support operations and staffing would be housed in the proposed new Lifeguard Operations Building discussed below in Section 3.6.3.

Also, during the feasibility study process, numerous meetings and detailed service programming needs assessments were held with the Oceanside Lifeguard Division, including specific evaluation of the constraints on their current headquarters building (see Section 2.4, Section 3.2, and Attachment 5 of Appendix B-2). Through these assessment and evaluation efforts the current Lifeguard Headquarters facility was determined to be undersized for the current and future needs of the City's Lifeguard Service. Additionally, since the footprint and height of the existing Lifeguard Headquarters cannot be modified due to CEQA historic protections, it was determined additional space beyond the existing headquarters building footprint was needed. In an attempt to address these operational needs, several location alternatives, as described below in Section 3.6.3, were considered in the vicinity of the current headquarters location.

3.2.8.3 Lifeguard Operations Building

As discussed above, the current Lifeguard Headquarters is undersized for the current and future needs of the Lifeguard Services necessary for public safety and health, and the reconstructed Lifeguard Headquarters is proposed to be supplemented by a new Lifeguard Operations Building to the east of The Strand. Additional locations for lifeguard service facilities, including the Junior Lifeguard building in the harbor were evaluated as potential spaces for alternative Lifeguard Headquarters service needs; however, those locations do not have the adequate size to house the current or future lifeguard services program needs nor provide the same critical views and expedited emergency response times. As determined by the feasibility study and as an integrated element of the Pier Bridges, historical protections of the existing facility would not allow for alteration or expansion of the existing facility footprint. Therefore, a supplemental facility in a new or different location was deemed necessary. The location alternatives considered include the following:

- Integrated facility with the Beach Operations Center
- Integrated facility with the Junior Seau Beach Community Center
- Integrated facility with the Lifeguard Tower on Municipal Timber Pier
- New Facility at Betty's Lot
- New Facility on the Beach
- New Facility East of The Strand

These locations were assessed based on the logistical support needs in proximity to the existing headquarters, historic requirements, space/operational needs, sea level rise, environmental entitlement and permitting requirements, and overall feasibility. Ultimately, a new facility east of The Strand was identified as the most viable location. Through these evaluation efforts it was also determined that constructing a new facility, rather than

altering the footprint of the current Lifeguard Headquarters, would address historic protections. The new facility would provide the Lifeguard Service with needed support and space near their most active operational areas. Furthermore, the new facility east of The Strand would be elevated to address the potential for sea level rise impacts. During the feasibility study three design options for the new support facility were evaluated with a detailed discussion on the evaluation provided in Section 3.2.2.2 of the Pier View Way Bridge & Lifeguard Headquarters Feasibility Study (Appendix B-2); however, as the design advanced the number has been reduced to two alternatives, which are discussed in greater detail in Section 3.4, Project Alternatives, below.

3.2.8.4 Pier View Way Bridge & Lifeguard Headquarters Feasibility Study and Review of Conceptual Design Alternatives (2023)

The referenced feasibility study for the Project was completed by the City with a summary of the findings of the Phase 1 schematic design process for this portion of the Project. This study concluded in a staff recommendation that reconstruction of the existing Pier Bridges and Lifeguard Headquarters, with a new Lifeguard Operations Building to the east of The Strand would be the most effective option to pursue. This determination was based on assessing and evaluating the full suite of influencing elements described above. Supplemental elements considered also included a constructability review (Appendix B-2, Section 3.5, Constructability) with a focus on access to surrounding facilities during construction, including the timber pier, The Strand, and the Pier Plaza. The constructability review also looked at how lifeguard operations would need to be accommodated, along with parking impacts, utilities, temporary closure of both the Pacific Street sidewalk along the pier entrance and the visitor serving leased restaurant space (Appendix B-2, Section 3.5.1, Key Considerations). How potential construction staging may be performed either under a single or two-stage scenario and the estimated duration of construction was also assessed (Appendix B-2, Section 3.5.2, Construction Staging). Finally, detailed cost estimates were also prepared (Appendix B-2, Section 3.6, Cost Estimate) and provided to the City to fully inform the decision-making process.

On August 23, 2023, the City Council received and approved the final Pier View Way Bridge & Lifeguard Headquarters Feasibility Study (Appendix B-2), including the conceptual design alternatives, and concurred with the staff recommendations to proceed with the next phase of the project development process, preliminary design, and environmental approval. Shortly after this approval and on October 18, 2023, the City Council authorized staff to also proceed with the next phase of the Phase II Beachfront Improvements Feasibility Study (Appendix B-1), preliminary design, and environmental approval. These two approvals directed City staff to proceed with a fully integrated effort design and environmental analysis across the two feasibility studies. This next step in the project development process, as reflected is this Draft PEIR, allows for a comparative analysis and assessment of the design/improvement options evaluated during the feasibility studies.

3.2.9 Beachfront Facilities Phase II Project

3.2.9.1 Junior Seau Beach Community Center

Through preparation and as part of the Phase II Beachfront Improvement Feasibility Study (Appendix B-1), a set of goals was established by the City focusing on needs and community priorities, site and facility conditions, and the necessary improvements for enhancement and preservation. These goals also established the need for planning ahead for future capital projects while accounting for continued infrastructure and facility deterioration. These factors helped inform the City's understanding of the scope and budgetary requirements associated with the identified and potential future capital improvements associated with the JSBCC and the other adjacent facilities.

Consistent with the existing conditions discussion provided above in Section 3.2 and as summarized in the Phase II Beachfront Improvement Feasibility Study (Appendix B-1), the City determined that no expansion of the JSBCC would be recommended. However, it was concluded that cosmetic and non-structural improvements were necessary, including repair/replacement of the flooring, wall, ceiling, and building finishes. Additionally, the need for new energy-efficiency improvements, including replacement of existing windows with high performance, insulated glazing within existing building openings would also be prudent. Also included were ADA required disabled accessibility improvements, including path of travel modifications to the building entrance and reconstruction of existing restrooms. Mechanical, plumbing and lighting systems upgrades were also identified as needed improvements. The comprehensive assessment included the need for new electrical service to the building, along with removal of the existing sidewalk mounted transformer that blocks access to the building entrance and prevents ADA compliant access. Removal of a large planter and installation of public art were part of the improvements proposed to the plaza located at the building entrance. These proposed improvements were deemed appropriate in order to commemorate the legacy of the building's namesake, Junior Seau, while also increasing the utility of this important outdoor space for community events, community center programming, and enjoyment of the beachfront.

Through those outreach and engagement efforts the public expressed significant sentimental attachment to the existing JSBCC structure, specifically regarding the need for restoration of the building that is faithful in spirit with the character of the original building built in 1950s but with contemporary improvements in terms of energy performance and comfort. Additional recommendations included using colors, details, and signage consistent with the period of its design. The public also expressed support for public art in the plaza area to commemorate Junior Seau, while accounting for *O'Arts; Oceanside's Master Plan for the Arts*, adopted by City Council on February 6, 2019 (City of Oceanside 2019). The master plan was created to define ways the arts could contribute more to the community and define the role the City may play through the development of public projects. A specific goal reflected in the master plan was to "enhance Oceanside's cityscape through creative placemaking." As noted in the plan "creative placemaking includes design and the built environment but goes beyond this to encompass events, programming, public art, and other 'soft' forms of cultural vitality."

In addition to restoring the building's appearance, faithful to the original architecture, key energy performance, infrastructure and functional improvements as detailed above would be necessary. The proposed renovation scope aims to significantly enhance the longevity and functionality of the building through various key upgrades. These upgrades would include the installation of new high-performance windows with insulated solar glazing to replace existing aged and translucent windows. These updates not only aim to improve energy efficiency but also increase natural light indoors. Additionally, plans call for a new concrete entrance plaza and tree gates, including the removal of existing planters to optimize available flexible community open space at the beachfront.

Other proposed renovation improvements include exterior enhancements that include refinishing walls and applying new finishes, ensuring both aesthetic appeal and building envelope integrity. Inside, comprehensive upgrades are planned for walls, ceilings, and floors, including refinishing the gymnasium flooring and installing new doors with accessible hardware. Additional enhancements include the integration of new kitchen equipment and casework, as well as improved room identification, wayfinding signage, and building identification. Upgrades to fire and life safety systems were also identified, with plans to upgrade or replace the existing fire alarm and smoke detector system. The installation of new LED lighting and advanced controls throughout the building would also be implemented. Infrastructure improvements would extend to audiovisual, data, network, and information technology systems in the renovated building, thereby ensuring modern connectivity and functionality.

Exterior improvements would encompass the resurfacing of the parking lot with a new slurry coat and re-striping to include new van accessible parking spaces and electrical vehicle parking spaces. Sidewalks surrounding the building would be redesigned to meet current disabled access codes, with new curb cuts and compliant paths of travel. Additionally, adjustments to the storm drainage system would be made as necessary to enhance overall site functionality and sustainability. These renovations aim to revitalize the building, aligning it with contemporary standards while improving its operational efficiency and user experience.

In concert with the JSBCC assessment, the feasibility study also evaluated additional renovation options that included changes associated with structural upgrades and proposed additions to the existing building. However, those options were not received well by the public and were also deemed not viable based on the height restrictions imposed by Proposition A, the requirement to essentially rebuild the existing structure to meet current structural code, and the development challenges associated with the City's Local Coastal Program (LCP), California Environmental Quality Act (CEQA), and CCC. These improvement options and the corresponding challenges presented a difficult entitlement scenario based on an understanding of the potential hazards (coastal flooding and sea level rise) over the 75-year expected life of a renovate facility. Additionally, as presented and discussed above in Section 3.2.8.1, Pier View Way Bridges, the historic significance of the JSBCC was also evaluated and is currently not listed as a historic resource at the federal or state levels. However, as determined in the Built Environment Inventory and Evaluation Report, also referenced above, the JSBCC is eligible for listing at both federal and state levels based on contributions to the pattern of events that have taken place in this area and have been analyzed accordingly as part of this Draft PEIR. Under the City's designation criteria;[3] the structure's eligibility for listing as historic resources has been confirmed.

Finally, in the context of coastal flooding and sea level rise, the feasibility study considered the existing beachfront location, proximity to The Strand, which is immediately adjacent to the JSBCC (Figure 3-3, Projected Sea Level Rise) and the exposure to coastal flooding associated with storm events under existing conditions, along with similar sea level rise analysis conducted for the Pier View Way Bridges and Lifeguard Headquarters. As described above in Section 3.2.8.1, the JSBCC has also been subject to flooding, and the previously referenced Vulnerability Assessment (2018) noted that the increased frequency of storm events will lead to flood related damages. As part of the Phase II Beachfront Improvements and the Pier View Way Bridge and Lifeguard Headquarters feasibility studies (Appendices B-1 and B-2), a coastal hydraulic analysis was performed to determine the 100-year design water elevations with sea level rise for the existing conditions (see Section 2.7.1 and Attachment 12 of Appendix B-2). In support of this PEIR a more detailed coastal hazards and vulnerability assessment, including sea level rise, has been conducted (see Section 4.9 and Appendix K-1). Additionally, recommendations per CCC's Sea Level Rise Guidance for Critical Infrastructure and Sea Level Rise Policy Guidance (2018/2024 Draft Update) were also considered to the extent practicable (CCC 2021; California Sea Level Rise Science Task Force et al. 2024). The analysis, corresponding results, and planned remedies, including managed retreat, are described in detail in this Draft PEIR.

3.2.9.2 Junior Seau Amphitheater and Bandshell

As described above in Section 3.2.1 and as part of the Phase II Beachfront Improvement Feasibility Study (Appendix B-1), the City determined that deterioration of the concrete plaza and concrete amphitheater bench seating will accelerate over time and will likely result in further damage to concrete surfaces such as stair nosing's and steps. This type of deterioration and damage will eventually result in the need to close portions if not all of the

[3] Citywide survey conducted in 1992 that recommended a listing, but no steps were taken internally at the City to proceed with the listing efforts/steps.

amphitheater area. During the feasibility study assessments, needed repairs to the concrete amphitheater were identified as being extensive and at a cost that would trigger code required ADA disabled access improvements. Accounting for these accessibility improvements, including the distribution and configuration of required wheelchair seats, a complete reconstruction of the amphitheater seating would be required. The need for a new seating configuration that provides similar capacity as compared to existing conditions, while incorporating wheelchair seating was also identified as a necessary improvement. Taking into account the amphitheater's coastal bluff location, the feasibility study determined that massing of the proposed improvements should be designed to generally retain the bluff profile and the general configuration with similar dimensions of the existing amphitheater. The need for ADA accessibility within the amphitheater was expanded to include the opportunity for disabled access down to The Strand via an additional site ramp and elevator to The Strand level plaza. In addition, a ramp would provide ADA access to the raised bandshell stage. The integrated use of the amphitheater and bandshell both today and into the future, along with their coastal shorefront locations also necessitated a replacement of the bandshell with a hardened concrete structure to withstand a measure of storm related flooding and sea level rise. Additionally, the need for improved stage volume within the bandshell and more complete enclosure of the bandshell from ambient ocean noise, was deemed necessary to accommodate a wide range of events and performances. All of the bandshell improvements evaluated and determined to be viable would stay below the elevation of North Pacific Street, in conformance with the height restrictions associated with Proposition A. The need for changing/restrooms in the bandshell for scheduled events was also a recommended improvement.

The evaluation of repair and reconstruction options for the amphitheater has led to the determination that repair of the existing concrete seating and access stair aisle areas is not feasible due to extensive damage and inevitable future deterioration caused by water and moisture intrusion. Further, repair of the amphitheater cannot address the code requirement to provide accessible seating. Given these conditions, reconstruction was deemed the sole feasible option providing compliance with building code mandates for disabled accessibility, including wheelchair seating distributed throughout the facility, access to restrooms, access to disabled parking or drop-off areas, as well as access to the bandshell stage.

The reconstructed amphitheater would seat 1,419 individuals on new concrete bench seating, with 26 wheelchair-accessible seats for a total of 1,445 seats. The plaza facing the bandshell at Strand level accommodates 312 additional seats (not fixed) resulting in a total capacity of 1,757 seats. The proposed design would ensure wheelchair seats are strategically located to offer unobstructed views over standing guests, adhering to accessibility requirements. Improvements evaluated and proposed as part of the feasibility study would include widened aisle widths for easier seat access and code compliant emergency egress. A new site ramp south of the seating area in the bluff area east of the Beach Operations Center would provide access to the mid-tier seating aisle and a proposed elevator to The Strand level seating and stage. This proposed configuration would avoid the need for an additional elevator stop at North Pacific Street while maintaining compliance with height restrictions under Proposition A.

The Strand in the area of the amphitheater/bandshell is an important part of the community open space at the beachfront and is an extension of The Strand level plaza between the amphitheater and bandshell during community events. During the day and evening, especially on summer weekends, The Strand functions as a broad pedestrian promenade providing north/south access to the beach sand and beachfront facilities. Restricted vehicular access along The Strand is maintained for police, lifeguard, emergency, and event production vehicles. The addition of sloped planted roofs at the north and south ends of the amphitheater would mitigate the visual impact of the amphitheater structure and visually integrate the structure with the adjacent coastal bluff. This proposed feature was appreciated during community outreach. The proposed planted roof areas and surrounding replacement landscaping at the adjoining bluff would include low water use native coast vegetation. As also

discussed above in Section 3.2.1 and Section 3.2.3, Junior Seau Beach Community Center, the historic significance of the Junior Seau Amphitheater and Bandshell was also evaluated and neither feature is currently listed as a historic resource at the federal, state, or local level. However, as determined in the Built Environment Inventory and Evaluation Report, also referenced above, they are eligible for listing based on contributions to the pattern of events that have taken place in this area and have been analyzed accordingly as part of this Draft PEIR.

As referenced above, the new bandshell would be designed to increase stage volume, while also equipped with electrical power, lighting, and audiovisual infrastructure improvements. Design options evaluated for the new bandshell included options with greater stage volume and height increases above North Pacific Street. The taller bandshell options were inconsistent with Proposition A and after thorough review and public engagement, the new bandshell's height will be capped below North Pacific Street's elevation to adhere to Proposition A. To address anticipated bandshell theatrical lighting needs at the stage front, as well as overall site lighting of the venue, installation of two light standards are proposed at each end of the seating area. The height of the two proposed light standards on the amphitheater parcel will be capped below North Pacific Street's elevation in compliance with Proposition A. Four additional light standards within the North Pacific Street right-of-way, along the east edge of the amphitheater, will replace four existing light standards in the same location. The new lights will provide area lighting for the amphitheater seating area for access to and from the venue as well as technical stage lighting for the bandshell and will be in compliance with the City's Municipal Code, Section 39, Light Pollution Regulations.

The proposed new bandshell design considered a diverse range of events including cultural festivities, musical performances, and theatrical shows. The corresponding and different needs for these type of events was also comprehensively evaluated, including the likely electrical power capabilities and infrastructure needs for event production. To accommodate these needs, the new bandshell stage would need to be approximately 60 feet wide by 40 feet deep. The total fully covered area of the proposed bandshell stage is approximately 2,400 square feet. For comparison, the existing bandshell is 45 feet wide with a stage depth ranging from 20 to 32 feet. Only a portion of the existing stage area (400 square feet) is covered, with varying clear heights between 9 and 18.5 feet. The interior height of the proposed new bandshell above the stage ranges between 20 and 23 feet, offering ample space for performances. The proposed design evaluated in the feasibility study would enhance usable stage space and coverage and accommodate a wider range of events and performances.

Finally, the suite of improvements included in the Phase II Beachfront Improvements Feasibility Study (Appendix B-1) also assessed the pedestrian interface with North Pacific Street. The need for a wider and fully integrated sidewalk was identified and incorporated. The wider sidewalk proposed would also align with the Pier Bridges standards, accommodating crowds both entering and exiting events, with views of performances possible from the sidewalk.

3.2.9.3 The Phase II Beachfront Improvements Feasibility Study (2022)

The Phase II Beachfront Improvement Feasibility Study is comprised of three main phases: the Discovery Phase, Option Development Phase, and Final Development Phase (Appendix B-1). As part of the Discovery Phase, the existing site conditions of the JSBCC, Junior Seau Amphitheater and Bandshell, and the pier plaza/public spaces were documented and analyzed. Following that effort potential opportunities and constraints were identified at the various site areas. Based on this information, site concepts and potential improvements options were prepared during the Option Development Phase. During the Final Documents Phase of the study, these improvements options were refined, and ultimately staff-recommended conceptual options were identified and presented to the public.

Design options and conceptual renderings were prepared for illustrative purposes only to aid in depicting the potential improvements that could feasibly be achieved on this study site based on public feedback. Final project design for any of the identified sites is not included in the feasibility study scope.

The Project feasibility study concluded that facility infrastructure and building systems are approaching or have reached the end of useful life and are in need of replacement and upgrade. In particular, the study concluded that more efficient energy systems, upgraded building materials, and American for Disabilities (ADA) improvements are needed. The study also determined that there is insufficient parking at JSBCC and that vendor kiosks are poorly configured and located adjacent to the JSBCC and amphitheater; additional open space is needed for special event production and logistics. On October 26, 2022, the City Council received the conceptual design alternatives and concurred with the staff recommended options resulting from the Phase II Beachfront Improvements Feasibility Study (Appendix B-1).

In the City's effort to evaluate and plan the beachfront area cohesively, City Council authorized and directed staff that the necessary design, analysis, and approval efforts should be advanced in a fully coordinated process between the Pier View Way Bridge and Lifeguard Headquarters Project and Phase II Beachfront Improvement Projects.

3.3 Project Purpose and Objectives

3.3.1 Project Purpose

The purpose of the proposed Pier View Way Bridges & Lifeguard Headquarters and Beachfront Facilities – Phase II Project is to address needed improvements to the full suite of public facilities and provided for their continued long-term availability as a public resource.

3.3.2 Project Objectives

CEQA requires that a PEIR identify the Project sponsor's objectives. The objectives provide benchmarks for selecting a reasonable range of alternatives for analysis, as required by CEQA. The objectives also aid decision makers in selecting a course of action and in preparing findings at the end of the CEQA process.

The objectives of the Pier View Way Bridges & Lifeguard Headquarters and Beachfront Facilities – Phase II Project listed below build upon and contribute to the City's Mission and Vision Statements:

> **Mission Statement:** "The City of Oceanside will strive to improve the quality of life for its diverse community by providing excellent service."
>
> **Vision Statement:** "The City of Oceanside will be a safe, culturally diverse community that empowers its citizens to provide an environment that promotes economic development, supports quality education, fosters the cultural arts, and preserves its natural resources"

Objective 1: Continue to provide public facilities, public parks, open spaces, and other public oriented uses in their current location and with the necessary improvements to ensure continued long-term safe use, patronage, and enjoyment

Objective 2: Provide and maintain a wide range of public recreation areas, beach support facilities, and visitor-serving facilities, commensurate with need

Objective 3: Protect, enhance, and maximize public enjoyment of Coastal Zone scenic resources

Objective 4: Through its land use and public works decisions, protect, enhance, and restore the visual quality of urban environment

Objective 5: Facilitate long-term investment in revitalizing heavily used public spaces such as roads, beachfront areas, and the pier, including seismic safety, sea level rise resilience, ADA compliance, and accessibility

Objective 6: Maintain and enhance public safety services

Objective 7: Leverage and invest in City infrastructure through approved Measure X funding

Objective 8: Provide additional community recreation programming, open space, and parking at the beachfront, configured in a way that accounts for potential long-term sea-level rise

Objective 9: Enhance Oceanside's cityscape through creative placemaking to encompass programming, public art, and other "soft" forms of cultural vitality

Objective 10: Focus public facility investments on the modernization and upgrades to current codes and improved function while restoring the character of the original facilities

Objective 11: Preserve and enhance access to and along the coast and within and across the Project area

Objective 12: Target Sites for public art projects in places identified through the O'Arts Planning process as supportive of the goals of the plan and aligned with community desires

3.4 Project Alternatives

3.4.1 Alternative 1

Alternative 1, as defined in the Notice of Preparation (February 7, 2024) consists of the design components that have been recommended by City staff in previous feasibility studies, as described above. These design components have also been approved by the City Council. The following Alternative 1 design components are analyzed at the project level in this Draft PEIR.

3.4.1.1 Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, and Community Plaza Area

Pier View Way Bridges

As discussed in Section 3.2.1, the Pier View Way Bridges are approaching the end of their service life and require interventions to address the age and deterioration, while also maintaining the ongoing use, functionality, and continued public safety. It has been determined that improvements to the Pier View Way Bridges must carefully consider numerous factors, including historic significance, connectivity to and from North Pacific Street and the

timber pier, and the interface between the Pier Bridges and The Strand, the public plaza, and the visitor serving commercial restaurant. The structural improvements needed carefully consider its historic significance, including a detailed historic assessment conducted and documented in the previously referenced BEIER (Appendix G-2). Though not currently listed on the NRHP or CRHR, the bridges are listed under Oceanside's Historic Landmark Evaluation criteria. The structure is eligible for designation under NRHP and CRHR and will be analyzed as a historic resource under CEQA. The BEIER specifically considered the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Reconstruction, specifically as these standards help define reconstruction as new construction that has employed a process of depicting the form, features, and detailing of a non-surviving site. In addition, the Project has considered sea level rise and other key issues, as described in detail above, in order to meet requirements of environmental and permitting agencies. Due to the bridge's eligibility as historic across all three levels, two improvement alternatives to address its current condition have been defined and assessed: 1) restoration of the bridge, which would maintain the existing bridges form, architectural elements, and materials to the maximum extent practicable, and 2) reconstructing the bridges to match the original structure. Again, from a historic significance perspective, proposed improvements, or modifications (restoration or reconstruction) must focus on the bridges being restored or replaced in-kind, where the new structure matches the existing structure consistent with the original construction (1927) and to the extent feasible. Building from these parameters, the two design option alternatives referenced above have also been analyzed based on their ability to fulfill and/or consistency with the defined Project objectives provided above in Section 3.3.2, Project Objectives.

Design Option 1: Restoration

Restoration of the Pier Bridges would retain the historic fabric of the existing structure to the extent feasible while strengthening the bridges to meet current design codes. It would maintain eligibility for historic designation as long as the restoration follows Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Reconstruction. Chemical treatment would be used to address the high concentration of chloride ions currently causing the subsurface reinforcing steel to corrode. Removal of unsound concrete and deteriorated reinforcing steel would also be necessary where the existing materials are beyond the possibility of encapsulation or repair. During restoration, the bridge decks would be fully replaced, and the superstructure components would be restored or replaced, as necessary. The concrete columns would require strengthening to meet code requirements, which would be achieved by forming a new reinforcing cage around the exterior of the existing column. Concrete would then be placed to form the new column while encapsulating the existing column adding to the total existing width of 18 inches by approximately 12 additional inches (Figure 3-4, Pier View Way Bridges – Design Option 1 – Retrofit Column Design). This would result in added bulk to the existing columns that would alter the original visual character of the bridges. The projected service life of the restoration alternative would be approximately 50 – 60 years.

Compared to reconstructing the structure, the restoration option would be more costly due to the labor-intensive work required to remove and replace the unsound concrete and deteriorated reinforcing steel (Appendix B-2, Section 3.1.1). Furthermore, because the restored structure would retain and still be composed of some of the old materials, the service life for the restoration would be shorter than for an in-kind reconstruction (Design Option 2). Additionally, Design Option 1 would not fulfill and would be inconsistent with Objective 1, in the context of continued long-term safe use, patronage, and enjoyment based on the shorter service life. Design Option 1 would also be inconsistent with achieving the goals of Objective 10, specifically in the context of improved function while restoring the character of the original facility. Due to these considerations, Design Option 1 per the comparative analysis conducted, would not meet the identified objectives and has been removed from further consideration and evaluation in this Draft PEIR.

Design Option 2: Reconstruction

Reconstruction of the Pier Bridges would involve an in-kind replacement that maintains the look, feel, and character-defining features of the existing structure (Figure 3-5, Pier View Way Bridges – Preferred Design Option 2 – Reconstruction In-Kind/Existing Design, and Figure 3-6, Pier View Way Bridges – Preferred Design Option 2 – Reconstruction In-Kind/Existing Design). Consistent with the historic assessments conducted and discussed above (Section 3.2.1) the bridge's eligibility as contributing element to the historic designation is through association with patterns of events that have made a significant contribution to the broad patterns of history and not related to the structure's architecture across federal and state levels. However, the reconstructed option would include new structural members (columns) that match the existing dimensions, to the extent feasible, while meeting current design codes and would not require the bulky encapsulated columns discussed under Design Option 1: Restoration.

Reconstruction would maximize the service life of the new structure to approximately 75 to 100 years by reconstructing it with competent materials and detailing that meets current design and seismic standards. The reconstructed structure would also more closely resemble the appearance of the original 1927 structure. Also, the cost of reconstructing the bridges is anticipated to be lower than the cost of restoration (Design Option 1). The Pier View Way Bridge & Lifeguard Headquarters Feasibility Study (Appendix B-2) estimates that the cost of restoration (Design Option 1) would total approximately $35,000,000 while the cost of reconstruction (Design Option 2) is estimated at approximately $23,000,000. Additionally, Design Option 2 Reconstruction would be consistent with and directly achieve or compliment all of the defined Project objectives (Section 3.3.2). For these reasons, this design option is considered the preferred option and has therefore been evaluated with project level detail in this Draft PEIR.

Lifeguard Headquarters

As discussed in Section 3.2.2, the existing Lifeguard Headquarters is a coastal-dependent land use required for public health and safety. Its current location, as an integrated feature of the Pier Bridges, provides critical views and access to the shoreline and surrounding public areas. Since the Lifeguard Headquarters is limited in size and must stay within the 3,715 square foot historic shell configuration, a new proposed space layout and floor plan under Alternative 1 (Figure 3-7, Lifeguard Headquarters – Floor Plan Design Concept) would retain and optimize key space requirements to maintain essential operations and maximize public safety at the current location. The Lifeguard Headquarters would be reconstructed in its original location to the west of The Strand. All other Lifeguard Service support operations and staffing would be housed in the proposed new Lifeguard Operations Building, as detailed below.

The layout of the reconstructed Lifeguard Headquarters would retain and optimize four critical public safety functions (Objective 6) at its current location, including the following components:

1. **Supervisory Lifeguard Workstations.** The reconstructed Lifeguard Headquarters would provide workstations for Lifeguard supervisors to have clear and unobstructed observation posts to the beach and water. The workstations would be expanded to meet current and future staffing demands to avoid overcrowding of staff. These workstations include Lifeguard offices on the southwest facing side of the headquarters, facing where the majority of beach users tend to be. On the northwest facing side, a series of offices would be located to observe potential hazards. In each of the two observation posts (facing the southwest and northwest), linear workstations would be placed along the two main observation windows to allow for direct visual supervision. A central meeting room facing west would act as an operational briefing center, training classroom, and meeting room.

2. **Central Lifeguard Preparation Area.** The reconstructed Lifeguard Headquarters would provide an area where all Lifeguard staff could report for duty, gather operational supplies, and prepare rescue equipment. These functional areas would include expanded locker rooms sized to meet future staffing needs, a central meeting space, and indoor and outdoor staging areas. The Central Lifeguard Preparation Area would also include the outdoor space to the south that allows for critical Lifeguard staging activities.
3. **Public Interface and First Aid Areas.** The proposed design would provide a new location on the south side for the public to access the Lifeguard Headquarters, which is the shortest distance from the beach and water activity areas. A reception space designed for public access would remain in its original location on the north side. On the more active south facing side, new first aid spaces would be located to be easily identifiable and accessible to the public. The spaces would include a walk-up first aid window and a separate first aid treatment courtyard that would allow users to be partially screened from the main public areas.
4. **Beach Rescue Equipment.** The reconstructed Lifeguard Headquarters would include approximately 410 square feet of general storage area and approximately 811 square feet of vehicle and equipment storage essential for beach rescue operations, which will remain as close to the beach and water as possible to reduce public safety response time.

Lifeguard Operations Building

To accommodate current and future Lifeguard Service needs and consistent with Objectives 1, 2, 5, 6, 7, and 11, a new Lifeguard Operations Building is proposed to supplement the Lifeguard Headquarters. Under Alternative 1 this facility is proposed to the east of The Strand; it would address Lifeguard Service growing safety services, space needs as well as sea level rise concerns described in Section 3.2.8.1. The new facility would also provide enhanced amenities, including a new public view deck.

Two design options are proposed for the new Lifeguard Operations Building and are being analyzed as part of this Draft PEIR. Both options provide sufficient space to support current and future Lifeguard Service needs and address public safety. The two options also provide for, and enhance, the visitor-serving leased restaurant space and provide a raised public patio with additional community seating.

For both options, Lifeguard Logistics spaces on the lower level would house beach and water rescue equipment and crafts, allowing the Lifeguards to store, protect, maintain, and easily access critical public safety elements near the beach without further impacting the existing beach and water edge conditions. Lifeguard Support and Lifeguard Administration spaces would be provided on the upper levels, including observation/meeting spaces, offices, storage, IT, and multi-use spaces designed to accommodate current staffing needs and also house any future 24/7 operations. Locating the Lifeguard Support and Lifeguard Administration spaces on the upper levels would minimize sea level rise impacts by allowing critical public safety features to be located above projected water elevations. Schematic design/floor plans for the building options were developed to confirm each would accommodate the needs of the Lifeguard Service (Figures 3-8 through 3-12). A copy of schematic design plans is provided in Pier View Way Bridges and Lifeguard Headquarters Feasibility Study (Appendix B-2), Attachment 1. The overall square footage for each of the design options is between approximately 7,500 and 7,800 square feet, with variations due to architectural considerations, use of enclosed balcony spaces, elevator, stair and hallway layouts, and column configuration of the existing bridges. Within the floorplan of each building option, the space needs of the Lifeguard Service are met or exceeded. Both design options would meet the needs of the Lifeguard Service, provide visitor-serving leased restaurant space, and address sea level rise. Key differences between the two options are discussed below.

Design Option 1: Three-Story Building

This design option proposes a new Three-Story Lifeguard Operations Building. In addition to supporting Lifeguard needs and providing visitor-serving leased restaurant space, this option would also provide an expanded view deck amenity at the Pacific Street level, offering an enhanced view area for the public. This option would utilize a full third story in order to minimize the building footprint and reduce impacts to the adjacent bluff/slope. A schematic design and cross section of the design option are shown in Figure 3-8, Lifeguard Operations Building – Design Option 1, and Figure 3-9, Lifeguard Operations Building – Design Option 1 – Schematic Cross-Section. As shown in this figure, the building would include a Lifeguard meeting room, break room, 24/7 kitchen and living room, restrooms, commercial space, and storage. The design option would also include an enhanced public patio area at The Strand level as well as a new public deck. While this design option would minimized the physical footprint and bluff encroachment, a new structure occupying plaza space between the pier bridges, along with an increased bluff encroachment would occur. Based on these factors, Design Option 1: Three-Story Building has been eliminated from consideration and is not analyzed further in this Draft PEIR.

Design Option 2: Modified Three-Story Building

The Modified Three-Story Lifeguard Operations Building Design Option 2 would be similar to Design Option 1, providing for Lifeguard Service needs and incorporating a public view deck amenity at the Pacific Street level. The key difference is that the third level, which provides the necessary Lifeguard Service space, would be shifted with a higher level of integration into pier bridges and the existing bluff/slope area toward Pacific Street. This pier structure integration and encroachment into the bluff/slope area would allow for an enlarged plaza area at ground level more consistent with the original built configuration. This option would also reduce potential view impacts to the beach from Pacific Street. Given the minimal footprint of a new building between the two pier structures, more of the bridge's interior elevations would be visible to the public which is in line with the original historic images for this area. Schematic design and cross sections of the building are shown in Figure 3-10, Lifeguard Operations Building – Preferred Design Option 2, and Figure 3-11, Lifeguard Operations Building – Preferred Design Option 2 – Schematic Cross-Section. Consistent with the defined Project objectives (Section 3.3.2), both of the design options proposed for the Lifeguard Operations Building would help achieve the long-term goals and preserve and enhance these public facilities. With the higher level of integration into pier bridges and bluff/slope area, along with the elimination of new facilities in the plaza area, Design Option 2: Modified Three-Story Building has been selected as the preferred choice.

Community Plaza Area and Public Accommodations

Under Alternative 1, the Project includes various improvements to the existing community plaza area, located between the Pier Bridges and JSBCC. Alternative 1 also includes various improvements to public accommodations. These improvements and enhanced amenities are intended to serve the community, increasing accessibility, and overall connectivity between features contained within the Project area. These improvements are described below:

1. **ADA Access to The Strand.** The Project will provide ADA compliant access improvements from Pacific Street down to The Strand via a ramp on the northeast side of the Pier Bridges.
2. **ADA Access to the Beach.** Reconstruction of the Lifeguard Headquarters would provide wheelchair access to the beach from The Strand. A ramp is proposed on the north side of the Lifeguard Headquarters that would provide permanent, year-round wheelchair access to the beach.

3. **Public View Deck.** Both the Three-Story and The Modified Three-Story Lifeguard Operations Building designs would incorporate an expanded public view deck off North Pacific Street. A concept drawing of the view from the public deck is provided on Figure 3-12, Lifeguard Operations Building – Public View Deck. The Three-Story design option would be approximately 623 square feet in size, would extend 31 feet from the existing North Pacific Street sidewalk, and with a width of 40 feet. This public view deck would be placed on the roof of the Lifeguard Operations Building's third floor. The Modified Three-Story design option would also incorporate a public view deck on the roof of the Lifeguard Operations Building's third floor. However, this viewing deck would only involve a short extension from North Pacific Street over the plaza area below. The proposed width of this view deck would span the distance from the northern edge of the north pier bridge to the southern edge of the south pier bridge and would require some modification to the interior pier bridge railings (Figure 3-12). These proposed view decks would provide the public with added space to enjoy views of the ocean and surrounding area.
4. **First Aid and Stingray Treatment Area.** A new First Aid Patio and Stingray Treatment Area on the south side of the Lifeguard Headquarters is proposed. This treatment area would provide walk-up access to a first aid window built into the Lifeguard Headquarters. This walk-up window first aid concept would offer increased visibility to the public from The Strand and from the beach, would provide better security, and would be more easily accessible for emergency response vehicles. An additional Stingray Treatment Area is also proposed to be tucked underneath the Pier Bridges on the southwest side, adjacent to the Lifeguard garage and within the existing bridges footprint. This space would utilize removable fencing to provide privacy for individuals being treated for injuries.
5. **Visitor-Serving Leased Commercial Space.** Both design options for the lower level of the new east Lifeguard Operations Building would maintain a low-cost visitor-serving leased restaurant space consistent with the City's Local Coastal Program. The new space would be approximately 700 square feet, which would be larger than the current 612 square foot space.
6. **Public Plaza.** An enhanced public patio area is proposed in front of the visitor-serving leased restaurant space at the new east Lifeguard Operations Building. The patio would be raised one foot above the plaza level to match the new Lifeguard Operations Building, offering a subtle partition from the rest of the pier plaza while providing sea level rise resilience. The Modified Three-Story design option would include a larger public plaza area more consistent with the original built configuration.
7. **Landscaping.** Existing landscaping would be removed and replaced, consistent with the City's Landscape Development Manual. A new landscaping concept plan prepared during the design development process would be intended to unify the coastal aesthetic of the various Project components. Landscaping would be designed to maximize circulation and flexible site use opportunities. Site lines and visibility would be maintained to support public safety and Lifeguard Service operations. The plant palettes would feature native and drought tolerant species appropriate for coastal exposure.

The proposed improvements to the community plaza would contribute to achieving all of the Project objectives,

3.4.1.2 Junior Seau Beach Community Center

As part of Alternative 1, three design options were assessed and evaluated, including a range of minor interior and exterior improvements to major additions and renovations. These design options were evaluated in comparison to and based on the existing building elevation near sea-level, Proposition A height restrictions, public feedback and community sentiment, and potential development/improvement challenges associated with coastal permitting and CEQA approval.

Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements

Consistent with the introductory discussions provided in Section 3.2, Beachfront Facilities Phase II, Design Option 1 proposes cosmetic and non-structural improvements to the JSBCC, including: repair/replacement of floor, wall, ceiling and building finishes, new energy efficient glazing within existing building openings, new doors and door hardware and new building interior and exterior code required and building identification signage. Design Option 1 would also include code required disabled access improvements, including path of travel modifications to the building entrance and replacement of existing restrooms (Figure 3-13, Junior Seau Beach Community Center – Preferred Design Option 1, Renovation/Refurbishment, Minor Structural Improvements). Mechanical, plumbing and lighting systems may also require upgrade and that new electrical service is to be provided to the building in order to remove the existing sidewalk mounted transformer that blocks access to the building entrance. A more detailed description of the proposed improvements is provided below.

Interior and Cosmetic Improvements

As discussed above, Design Option 1 proposes interior and cosmetic improvements that would increase the lifespan of the JSBCC facility and allow for additional programming. These improvements would include:

- Insulated solar glazing to replace existing windows and aged translucent clerestory panels to improve energy performance and increase indoor natural light.
- Concrete entrance plaza and tree grates; removal of the existing planter.
- Public art commemorating Junior Seau.
- Exterior and interior wall finish to include patching, repair, and repainting. Interior ceiling and floor finishes, including refinishing of the existing gymnasium flooring.
- Interior and exterior doors and code compliant accessible door hardware.
- Kitchen equipment and casework; ADA restrooms.
- Room identification, wayfinding and building identification signage.
- Upgrades to fire/life safety systems, including upgrade or replacement of the existing fire alarm and smoke detection system; new California Title 24 compliant LED lighting and controls
- Audiovisual, data, network, and information technology infrastructure and end-user equipment.
- Refinish of the existing parking lot to include re-striping of required van accessible parking space, provision for electric vehicle parking, and a roundabout in front of the building to assist with rideshare and carpooling.
- Sidewalks at the building perimeter to include a compliant path of travel and code-conforming cross slopes and new sidewalk curb cuts to meet current disabled access codes.
- Reconfiguration of existing storm drainage systems.

Electrical, Heating, Ventilation, and Air Conditioning (HVAC)

Under Alternative 1, the JSBCC would also undergo electrical, heating, ventilation, air conditioning, and plumbing improvements. The Project may involve the installation of a new electrical transformer and a new main switch to replace the entrance sidewalk mounted transformer. The Project also may include HVAC improvements for the main gymnasium space, classrooms, offices, and reception areas, AV/IT room, electrical room, restrooms, and storage areas.

The improvements proposed as part of Design Option 1 would be consistent with and support the applicable goals defined as part of Objectives 1, 2, 5, and 7-12 through preservation, enhancement, and modernization of public facilities.

Design Option 2: Full Renovation/Building Addition

Design Option 2 proposes most of the same improvements described above under Design Option 1 but with a single-story building addition along the east side of the JSBCC. The building addition proposes extending the building footprint to the east that would require encroachment into the existing coastal bluff to accommodate a new kitchen and restrooms, along with new mechanical and storage rooms. This proposed building addition would also include a planted roof providing a new rooftop park connecting to the existing North Pacific Street sidewalk. The new mechanical and storage rooms would address existing functional deficits, open up the space currently used for those functions, and provide for an expansion of the internal renovations (larger classrooms) and enhancements (Figure 3-14, Junior Seau Beach Community Center – Design Option 2, Full Renovation/Building Addition). This range of improvements, including the building addition and rooftop park, would require complete structural upgrade of the existing facility to bring the building up to current codes. While the proposed improvements would include many of those also proposed under Design Option 1, there was clear community preferences voiced that preserving the existing building in its current configuration and footprint was important regardless of any potential benefits that might be realized with an enlarged and re-configured building.

Additionally, Design Option 2 would be inconsistent with the combination of two of the Project objectives, specifically Objectives 5 and 8. The provision of long-term investment and revitalization (Objective 5), and the additional community recreation programming and parking at the beachfront that accounts for long-term sea level rise (Objective 8) would be compromised with the level of proposed improvements and expansion under Design Option 2. As discussed above and throughout this project description the beachfront location must account for sea level rise and the balance of investment in improvements that would be subject to potential future sea level rise conditions. The City recognizes that drawing from this potential scenario the level of facility hardening and investment that would be required to provide resiliency against those potential future conditions would not be a viable undertaking. There is also an inconsistency with Objective 10, which identifies the need for public facility investment and modernization while in the context of also addressing the character of the original facility. The JSBCC character was identified as an important factor during the public engagement process (Section 3.2.7) with strong sentiment to preserve the building in its existing size and configuration. The JSBCC is in need of improvements; however, the make-up and extent of those improvements must be balanced with the costs, project development, approval complexity and timeline, performance and resiliency in a potential sea level rise condition, and the public's clearly stated sentiments to preserve the original character. For the above-mentioned reasons Design Option 2 has been eliminated from further consideration and is not being analyzed as part of this Draft PEIR.

Design Option 3: Expansive Renovation/Building Addition and Increase Height

Design Option 3 proposes an expanded set of renovations and interior improvements, along with an addition to the building along the east and north sides, along with both a second story addition and overall increase in building height, massing, and floor area. The expanded renovations would include many of the same improvements described under Design Option 2, but also with building additions including enlarged classrooms throughout. A second story comprising three large classrooms over the existing parking lot as part of the northern building addition and a new mechanical room over eastern building addition would also be features of this design option (Figure 3-15, Junior Seau Beach Community Center – Design Option 3, Full Renovation/Building Addition [Building Addition/Rooftop Park]). The first floor of the eastern building addition would include additional storage and office

space, restrooms, a kitchen, and a staircase and elevator up to the second floor. Similar to Design Option 2, the entire roof of the second story building additions to the north and east, would be a planted rooftop park accessible from North Pacific Street. The building would also include enlarged window openings and a raised roof structure over the basketball court.

In concert with the overall building height increases, Design Option 3 also evaluated the inclusion of a regulation high school basketball court. The current court is undersized and does not have the vertical or horizontal court clearances required. In order to accommodate this proposed improvement, the front half of the building would have to be demolished and a new structural system with a wider span and taller columns added at the southern end of the building. The new court would be shifted to the south, which would also allow for the floor area previously devoted to the stage on the north side to be used for new, slightly larger, and better configured recreation classrooms. The existing stage would be demolished with retractable seating and a moveable stage used in replacement. The interior areas to the west of the shifted court, former classrooms, would be revised into social and circulation space, along with a new community center entrance facing The Strand. As referenced above, this set of proposed improvements would result in a taller structure that would exceed the height limit prescribed by Proposition A. The potential solution to the height restriction evaluated would have been to lower the ground floor of the building; however, that option was not considered further based on the potential for sea level rise.

Each of the key points discussed above under Design Option 2, including the Objective inconsistencies, the need to balance the improvements in the context of cost, approval complexity and timeline, sea level rise performance and resiliency, and public sentiments to preserve the original character of the JSBCC would all be applicable to Design Option 3. For the above-mentioned reasons Design Option 3 has been eliminated from further consideration and is not being analyzed as part of this Draft PEIR.

3.4.1.3 Junior Seau Amphitheater and Bandshell

As discussed in Section 3.2.4, Junior Seau Amphitheater and Bandshell, the amphitheater seating and bandshell are approaching or have reached the end of useful life and are in need of replacement. Therefore, under Alternative 1, the Project includes the demolition and reconstruction of the outdoor stepped amphitheater and bandshell, along with new plaza area, landscaping, and site stairs and pedestrian ramps. Detailed descriptions of the design options and improvements considered is provided below.

Junior Seau Amphitheater

As part of Alternative 1, three design options were assessed and evaluated for the Junior Seau Amphitheatre to include new seating configuration that provides equivalent seating capacity. The existing amphitheater seats approximately 1,500 at the concrete benches and accommodates another 1,000 at The Strand level seating area for a total of 2,500 seats.

Design Option 1: Larger Terraces

Design Option 1 proposes expansive terraces that would be accessible from North Pacific Street and intended to manage the flow of large crowds attending events. The south terrace, situated adjacent to a proposed elevator for disabled access, would offer a spacious area designated for ticketing and will-call activities, streamlining event logistics. Although these terraces offer picturesque views of the beach, some concerns have been raised about their potential to obstruct ocean views from vehicles traveling along North Pacific Street.

To address these concerns, a revised seating option was explored. This design retains the larger terraces along North Pacific Street and the site elevator, but it would also introduce two additional flanking terraces, which would be landscaped and include seating areas. These grass terraces would provide an alternative way for attendees to enjoy performances or events. However, there has been some apprehension from the community that when not in use, these grassy areas could become an attractive nuisance, potentially detracting from their overall functionality and aesthetic appeal.

Design Option 1 would align with several key objectives aimed at enhancing public spaces and supporting community needs. By proposing expansive terraces easily accessible from North Pacific Street, it addresses Objective 1 and 2 by improving public facilities and recreation areas, ensuring functionality for large crowds, and enhancing the overall experience for eventgoers (Figure 3-16, Junior Seau Amphitheater – Design Option 1, Larger Terraces). The landscaped terraces would enhance the visual quality of the City of Oceanside's urban environment (Objective 4). The south terrace's integration with the proposed elevator would demonstrate a commitment to ADA compliance and accessibility (Objective 5 and 10) and promoting long-term investment in public spaces and safety. The introduction of additional landscaped grass terraces would offer a relaxed setting for enjoying performances, aligning with focus on creative placemaking and cultural vitality (Objective 9). Objectives 10 through 12 would be met through preserving coastal access and modernizing public facilities which promote public art while maintaining their character. However, this design option was removed from further consideration due to a combination of the concerns raised and discussed above, along with the visual appeal of the amphitheater altered in an undesirable manner and will therefore not be evaluated further in this Draft PEIR.

Design Option 2: Reduced Profile

Design Option 2 proposes a more streamlined profile for the Junior Seau Amphitheater by removing the extended terraces from Design Option 1 but would still incorporate a disabled access elevator. This design has been well-received for its emphasis on "greening" the venue, which would enhance the environmental integration of the space. The seating configuration in this option remains similar to that of Design Option 1. Instead of the extended terraces, this option would feature sloped planters that follow the natural profile of the coastal bluff (Figure 3-17, Junior Seau Amphitheater – Design Option 2, Reduced Profile). The disabled access elevator would be positioned to the south of North Pacific Street, to ensure convenient access for all attendees.

Through these features, Design Option 2 would effectively address Objectives 1-5 and 9-12 by adopting a streamlined profile that emphasizes environmental integration and accessibility. The removal of the extended terraces, replaced by sloped planters that blend with the coastal bluff, aligns with Objective 1 and 2 by maintaining a focus on public spaces while enhancing the area's aesthetic. The reduced profile would further enhance the visual quality of the urban environment and coastal scenic resources (Objective 3 and 4). By integrating seating configurations that respect the natural landscape, this option also contributes to enhancing Oceanside's cityscape through creative placemaking (Objective 9). The continued inclusion of a disabled access elevator would ensure compliance with ADA requirements and address accessibility concerns (Objective 5 and 10). Additionally, the design maintains and enhances coastal access and provides accommodations for local art (Objective 11 and 12). However, based on many of the same concerns discussed under Design Option 1, Design Option 2 has been removed from further consideration and will not be evaluated further in the Draft PEIR.

Design Option 3: Reduced Profile and Elevator Relocation

Design Option 3, the latest design option evaluated, was introduced due to community input during the community outreach processes (Section 3.2.7). Design Option 3 is similar to Design Option 2; except this option proposes the

relocation of the disabled access elevator. Design Option 3 would also reduce the front-to-back depth of the flanking entrance/exit terraces an additional four feet at North Pacific Street.

Under Design Option 3, the reconstructed amphitheater would seat 1,419 new bench seating and 26 wheelchair seats; 312 seats would be accommodated at The Strand Level seating area; therefore, the reconstructed amphitheater would include a total of 1,757 seats. Wheelchair seats would be distributed throughout the facility as required by code and provide sight lines for wheelchair guests that allow view over standing guests. Increased aisle width would be included for comfort, safety, and emergency egress code requirements. An additional 13,638 square feet of floor area on two levels includes storage, event production space, a green room, dressing rooms, utility support rooms, and restrooms designed for events is located under the new amphitheater seating (Figure 3-18.1, Junior Seau Amphitheater – Preferred Design Option 3, Reduced Profile and Elevator Relocation, and Figure 3-18.2, Junior Seau Amphitheater – Preferred Design Option 3, Reduced Profile and Elevator Relocation).

As discussed above, proposed improvements of Design Option 3 include a new site ramp to serve the amphitheater that would extend south of the seating area and would be located in the bluff area to the east of the Beach Operations Center. The ramp would provide access to the mid-tier cross aisle and to the relocated venue elevator that would provide access to The Strand level seating area and stage. Massing of the amphitheater would be designed to retain the profile of the coastal bluff it abuts and the general configuration and dimension of the existing amphitheater. Similar to Design Option 2, improvements proposed as part of Design Option 3 would be consistent with and support the applicable goals defined as part of Objectives 1-5 and 9-12 through preservation, enhancement, and modernization of the public facilities and is the recommended design option from the Phase II Beachfront Improvements Feasibility Study (Appendix B-1).

Junior Seau Bandshell

Under Alternative 1, the existing Junior Seau Bandshell would be demolished and reconstructed. Three design options were analyzed and evaluated including varying heights and visual changes.

Design Option 1: Open Bandshell

Design Option 1 introduces the concept of an open bandshell, which would be designed to enhance coastal views through strategically placed openings in the back walls (Figure 3-19, Junior Seau Bandshell – Design Option 1, Open Bandshell). This approach aimed to minimize the solid wall area, thereby visually reducing the bandshell's overall mass. This design option garnered positive feedback from many in the community who appreciate the improved sightlines and aesthetic appeal.

By incorporating strategically placed openings in the back walls, minimizing solid wall area, Design Option 1 would effectively address Objectives 1-4 and 9 through creating an aesthetically pleasing public facility that would maximize views of the coastal setting. The improved sightlines would contribute to a more engaging and culturally vibrant space. The open bandshell design would support Objective 5 and 10 by facilitating long-term investment in revitalizing public spaces and modernizing the venue while preserving its character. Additionally, the design would uphold the goals of preserving coastal access (Objective 11) and restore a space for community art (Objective 9 and 12). However, there were concerns raised among some members of the community about potential acoustic challenges and impacts of ocean winds on performance experiences. Given the primary objective of the bandshell to provide and promote performances with a design that improves performance acoustics and the public concerns

raised, the design details regarding openings in the bandshell were eliminated from further evaluation within this Draft PEIR.

Design Option 2: Full Height Bandshell (Exceeds Proposition A)

Design Option 2 proposes a full/optimal height bandshell, which would be approximately 36 feet tall. This height is a guideline based on current industry standards and is recommended to meet the needs of the types of functions held at the bandshell. A full height bandshell would provide the optimal stage volume and would incorporate all lighting and sound systems while maintaining optimal vertical clearance at the stage. The full height bandshell would exceed North Pacific Street by approximately six feet.

This design would support Objective 1 and 2 by enhancing functionality of the public space and ensuring that the bandshell would accommodate the optimal stage volume for diverse performances. By adhering to industry guidelines, this option demonstrates a commitment to modernizing public facilities (Objective 10) while ensuring that the bandshell is equipped to handle its intended uses effectively. This design would offer opportunities for integrating public art and creative elements through enhancing the utility of the bandshell (Objective 9 and 12). Although, a taller bandshell would require a ballot measure to approve an exception to the height restrictions established by Proposition A (Figure 3-20, Junior Seau Bandshell – Design Option 2, Full Height Bandshell [Exceeds Proposition A]). This inconsistency with Proposition A, the complexity of processing an amendment to the ballot measure, and the corresponding public opposition has resulted in the Design Option 2 being removed from further consideration as part of this Draft PEIR.

Design Option 3: Reduced Height and Closed Bandshell (Complies with Proposition A)

Design Option 3 proposes the bandshell be capped below the elevation of North Pacific Street and would not require an exception to Proposition A. This option would be designed to increase the stage volume as compared to the existing bandshell and would include upgrades to electrical power, lighting, and audiovisual infrastructure to support the wide variety of events at the amphitheater, including cultural festivals, musical events, and theatrical performances (Figure 3-21, Junior Seau Bandshell – Preferred Design Option 3, Reduced Height and Closed Bandshell [Complies with Proposition A]). The bandshell total height would be approximately 29 feet above The Strand level. The Project also includes two new light standards on the amphitheater parcel at each end of the amphitheater seating area. The light standards would be designed to support site area lighting and technical stage lighting that would be needed to light the bandshell stage front. The Strand level seating area would include a wider sidewalk to accommodate for the large volume of people entering and exiting the venue. This would allow spectators to view the stage during an event, from the sidewalk, without entering the amphitheater seating area. The Strand vehicular right-of-way would be maintained as existing for the entire length site. Restricted vehicle access for production vehicles, police, lifeguard, and emergency vehicles across the site remains in place.

Design Option 3 meets several key objectives by proposing a bandshell that remains below the elevation of North Pacific Street, avoiding the need for exceptions to Proposition A while enhancing its functionality and infrastructure. This design address Objective 1 and 2 by increasing stage volume and upgrading essential elements like electrical power, lighting, and audiovisual systems to support a diverse range of events. By reducing the bandshell's height below the elevation of North Pacific Street, Design Option 3 would enhance coastal views and the visual quality of Oceanside's urban environment by ensuring unobstructed sightlines (Objective 3 and 4). Keeping the bandshell's height at approximately 29 feet aligns with Objective 5 and 10, ensuring compliance with regulations while contributing to the long-term revitalization of public spaces and modernizing the facility while preserving its original character. The inclusion of new light standards and a wider sidewalk would accommodate large crowds and would

improve accessibility (Objective 11). Similar to the other designs, Design Option 3 would open opportunities for public art, which would enrich the cultural vibrancy without compromising the site's functionality or aesthetic appeal (Objective 9 and 12). Given these considerations, this design option is recommended for its effective balance of regulatory compliance, modernization, and preservation of public space character.

3.4.2 Alternative 2

Alternative 2 includes all of the components described under Alternative 1 along with development of Betty's Lot which would be assessed at the program-level wherein specific project details have only been developed at the conceptual level. The potential environmental impacts associated with the conceptual development of the Betty's Lot site would be disclosed and additional analysis would be required in a subsequent CEQA document that would be prepared once certain project-level details are known. Under this alternative, the PEIR will assess Betty's Lot improvements at the program-level by analyzing a broad-based proposed suite of project components.

3.4.2.1 Betty's Lot

Development of Betty's Lot (Figure 3-22, Betty's Lot – Existing Conditions) has been only studied as a long range possibility. Consideration of Betty's Lot as a site for improvements would require future conceptual design. However, such programmatic design may include the following components: community recreation classrooms, Strand-level parking spaces, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. Future design considerations may include maintaining the beach view, access, and parking from North Pacific Street as well as sea-level-rise resilience. The following components are described to memorialize a potential suite of future design phase concepts to inform program-level environmental assessment (Figures 3-23 through 3-25). As summarized above, these components would require project-level review once design details are further defined and confirmed.

Strand-Level Parking Structure

As shown in Figure 3-23, Betty's Lot – Concept Design, Strand-Level Parking Structure (Alternative 2), a parking structure is considered at Strand-level, at-grade, to maintain the existing number of parking spaces or possibly increase the number of parking spaces. The structure would be open to the west side of Betty's Lot to the beach view and north toward the Beach Operations Center. This structure would include a large area for storage as well as larger waste/recycling areas to accommodate beachfront activities and events. This parking structure would allow for additional community space, park space, and amenities to be built on its roof. This parking structure would be developed to accommodate potential sea-level-rise conditions.

Mid-Level Park and Community Amenities

As shown in Figure 3-24, Betty's Lot – Concept Design, Mid-Level Park and Community Amenities (Alternative 2), a new mid-level would be made available as a result of The Strand-level parking structure. This level would likely support community amenities and park space. New open park space, multipurpose courts, community recreation classrooms, storage, and site ramps and stairs connecting this level to The Strand-level and North Pacific Street are considered possibilities. A mid-level central open space area may be used for a variety of functions including as an event area or simply as a place to congregate for beachgoers.

Street-Level Pedestrian Improvements

As mentioned above, stairs and accessible site ramp would provide access from the mid-level park and amenities to and from the North Pacific Street. As shown in Figure 3-25, Betty's Lot – Concept Design, Street-Level Pedestrian Improvements (Alternative 2), new sidewalks and paths may be developed at street-level to improve connectivity and pedestrian safety. Water vistas from North Pacific Street would be maintained.

3.4.3 Alternative 3

Alternative 3 is the No Project Alternative, Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used, as is and under existing conditions, as described in Section 3.2. Consistent with above discussion's (Section 3.3.2), most of the Project objectives are associated with preserving, restoring, reconstructing, and enhancing the City's existing coastal facilities. If the proposed improvements to these coastal public facilities are not implemented, the City's ongoing maintenance and damage management efforts would continue. The existing issues with long-term durability, functionality, and seismic safety would continue unabated, potentially resulting in the need to reevaluate continued investment and utilization. Additionally, given the age of these facilities the City would likely see an increase in overall maintenance costs, and may be required to assess the potential need for closure of all or major portions of these facilities due to public safety concerns. The following sections describe how existing facilities on the Project site would continue to be used, their anticipated conditions as time advances, and the reasonably foreseeable future conditions expected to occur and required action (e.g., partial of full closures) by the City. These sections also describe the implications and possible risk factors associated with continued use of these facilities without improvements.

3.4.3.1 Pier View Way Bridges and Lifeguard Headquarters

As described in Section 3.2.1, the Pier Bridges are approaching 100 years in age, and despite continued maintenance efforts by the City the structures have continued to deteriorate. As a result, the Pier Bridges are approaching the end of their service life. The No Project Alternative would not address the existing deterioration or continuing maintenance issues, and the need for increased time and monetary investment from the City would be the most likely result. Continued efforts to maintain the Pier Bridges, including the decks, beams, and columns, has always been recognized as a short-term only solution. The No Project Alternative would not present long-term solutions to spalling concrete breaking off structure or to resolving the seismic/structural integrity deficiencies of the Pier Bridges. The No Project Alternative would also potentially jeopardize viable connectivity to the existing wooden municipal pier, which can only be accessed from the Pier Bridges, especially if they are closed due maintenance and/or seismic safety concerns.

As an integral element of the Pier Bridges, the Lifeguard Headquarters has been and is also subject to the maintenance and deterioration issues. The same needs for long-term solutions exist for the Lifeguard Headquarters. The No Project Alternative would not address these issues and long-term solutions would not be implemented. The City would reasonably encounter added costs and time for maintenance and damage management efforts and would also likely have to consider partial or full closure of the headquarters consistent with progressive deterioration of the existing building. This would introduce a complex set of follow-on relocation challenges consistent with the public service and safety needs associated with this location. In addition, under Alternatives 1 and 2 the Lifeguard Support and Lifeguard Administration spaces would be moved to upper levels thereby minimizing sea level rise impacts. Therefore, under Alternative 3, the Pier Bridges and Lifeguard

Headquarters would continue to deteriorate and be exposed to sea level rise; this would pose safety concerns for visitors and lifeguard staff. Deterioration of these facilities could also lead to a decline in utilization thereby potentially decreasing local revenues streams provided by visitors. Additionally, the No Project Alternative would not provide for the new Lifeguard Support Facility, which has been evaluated as a needed expansion to accommodate current and future Lifeguard Service needs and address the growing safety services, operational space, as well as sea level rise concerns described in Section 3.2.8.1. The No Project Alternative would not achieve any of the Project objectives applicable to the Pier View Way Bridges or Lifeguard Headquarters.

3.4.3.2 Junior Seau Beach Community Center

The feasibility study (Appendix B-1) concluded that the JSBCC building is in need of interior improvements for modernization and restoration to extend the functional lifetime of the building. These improvements primarily involve cosmetic and non-structural improvements including repair/replacement of the flooring, wall, ceiling, and building finishes. Under Alternatives 1 and 2, the JSBCC would also be updated with new energy efficient glazing within existing building openings. Also included under Alternatives 1 and 2 are code required disabled access improvements, including path of travel modifications to the building entrance and replacement/renovation of existing restrooms. The feasibility study (Appendix B-1) also identified that the exiting JSBCC building is in need of mechanical, plumbing and lighting systems upgrades. The study also claims that exterior enhancements, which ensure aesthetic appeal, are required to ensure building envelope and structural integrity of the building. Under Alternative 3, these improvements would not occur and the JSBCC building's functional longevity and structural integrity would be jeopardized. Deterioration of the JSBCC could lead to a decline in utilization of the building thereby reducing the number of visitors to the Project area and potentially decreasing local revenue streams. Additionally, the public views this facility, consistent with the buildings' name, as a locally significant landmark worthy of preservation and continued use. The City's ability to support this public sentiment would not be achieved with the Alternative 3, the No Project Alternative.

3.4.3.3 Junior Seau Amphitheater and Bandshell

The referenced feasibility study (Appendix B-1) also concluded that the concrete amphitheater seating was in need of repair and would continue to deteriorate over time, resulting in further damage to all concrete structure and finishes. This could include deterioration of the amphitheater stair nosing's and steps, as an example. This type of damage could eventually result in closure of portions, or all of the amphitheater area due to safety concerns. The repair of the concrete amphitheater was evaluated but determined to be unreasonable due to extensive work across the entire facility, high costs, and that those repairs would trigger code required disabled access improvements requiring significant reconstruction. Improvements are proposed as part of Alternatives 1 and 2. For the Bandshell, the Project under Alternatives 1 and 2 would address the current building's issues with age and deterioration. They would also address the need for increased stage volume as compared to the existing bandshell. The substandard existing utilities, including electrical power, lighting, and audiovisual infrastructure would all be upgraded to current requirements, thereby allowing the City to support a wide variety of events at the amphitheater. Under Alternative 3, the No Project Alternative these improvements would not be made. Deterioration of the amphitheater and bandshell materials, systems, and finishes over time would continue and could lead to a decline in utilization and possible closure due to safety concerns. Alternative 3, the No Project Alternative would also result in no improvements to audiovisual infrastructure thereby limiting the types of events that could be hosted at the bandshell. Overall, with the implementation of Alternative 3, there would a likely decrease in the number of events that by extension could be a reduction the number of visitors to the Project area, potentially decreasing local

revenue streams. The No Project Alternative would not achieve any of the Project objectives applicable to the Junior Seau Amphitheater and Bandshell.

3.4.3.4 Betty's Lot

Under Alternative 3, Betty's Lot would remain unchanged. The parking lot would continue to provide visitors access to the beach and nearby amenities. The parking lot could be affected by future sea level rise conditions, potentially causing deterioration of the parking surface. As a potential decline in utilization of the adjacent coastal facilities occurs this could also lead to a decline in utilization of Betty's Lot thereby potentially decreasing local revenues streams provided by visitors and users of this parking lot. The suite of concept improvements evaluated as part of Alternative 2 would not be pursued further and the corresponding expansion of public facilities would not occur.

3.5 Project Construction

The following sections describe the anticipated construction schedule, phasing, and equipment for the Project. Required temporary closures, traffic control plans, and staging areas are also described below. The phasing of project construction will include prioritizing reconstruction of the Pier View Bridges and Lifeguard Headquarters as the first phase. The City has an identified urgency in these improvements based on both the age of the Pier Bridges, the near-term need for their reconstruction, and the City's available funding. A detailed schedule-based discussion on the remaining facility improvements is speculative at this time but will be based on funding and continued tracking of the overall condition of the facilities as time passes. Given the limited nature of the proposed improvements to the JSBCC, those efforts may be identified as the second phase, with the amphitheater and bandshell being identified as the third and final phase. The potential for future implementation and construction efforts associated with Betty's Lot is also speculative, since advancement of the conceptually proposed improvements would tier off of this Draft PEIR and be subject to project specific design, analysis, and environmental approval. A series of figures that represent potential construction elements, including staging schemes, construction areas (storage and lay-down areas), temporary access controls (routes, closures, and detours), and emergency services access points and routes were developed to provide an illustrative representation of those activities. The series of figures include the following:

- Figure 3-26.1, Junior Seau Beach Community Center – Construction Site
- Figure 3-26.2, Junior Seau Beach Community Center – Construction Lane Closures
- Figure 3-27.1, Pier View Way Bridges – Temporary Wooden Municipal Pier Access Structure (Single-Stage)
- Figure 3-27.2, Pier View Way Bridges – Temporary Wooden Municipal Pier Access Structure (Two-Stage)
- Figure 3-28.1, Junior Seau Amphitheater and Bandshell – Construction Site
- Figure 3-28.2, Junior Seau Amphitheater and Bandshell – Lane Closures
- Figure 3-29.1, Betty's Lot – Construction Site
- Figure 3-29.2, Betty's Lot – Lane Closures

3.5.1. Anticipated Schedule

The anticipated construction timeline for reconstruction of the Pier View Way Bridges & Lifeguard Headquarters is approximately 18-24 months. The construction process is anticipated to include site preparation, demolition, grading and earthwork, structure construction and improvements, and landscaping and paving.

3.5.2 Construction Phasing

3.5.2.1 Site Preparation

Given the active public use of the Project area and the bordering facilities, including the JSBCC, The Strand, Junior Seau Amphitheater and Bandshell, Beach Operations Center, Betty's Lot, and the shoreline area preparing for and managing an active construction site will be critically important. The ongoing lifeguard operations will also have to be maintained and accounted for during construction, which is anticipated to involve the use of temporary trailers located on site and placed within the existing parking lots. Based on the need to maintain lifeguard operations and as the first order of work, site preparation would include release of a comprehensive notification and on-site postings plan. The notification and postings plan will include information on construction schedule, facility closures and detours, key Project personnel contact information, and the Project website. This communication and information package would be distributed on site and through all active communication platforms and mediums (newspapers, City/Project website, social media, and others). The City will also use the public engagement consultant currently under contract as part of the design team to hold public information meetings and presentations during regularly scheduled City Council hearings.

Prior to full closure of both bridges, site preparation would also include constructing the temporary municipal wooden pier access structure (Figures 3-27.1 and 3-27.2) and setting up the exclusionary fencing around the construction areas. Additional site preparation would involve constructing the necessary falsework passageway through the site from north to south to preserve coastal access along The Strand and in between the JSBCC and Junior Seau Amphitheater and Bandshell. Site preparation activities would also involve implementing the contractor designed staging and storage areas, access and haul routes, detours, and a location for dumping the materials associated with demolition and earthwork soil exports.

3.5.2.2 Demolition

Demolition of the Pier Bridges would involve the removal of approximately 16,100 square feet concrete portion of the Pier Bridges bridge deck. Approximately 1,200 cubic yards of concrete and associated materials would be removed, including the plaza area underneath the bridges and the bordering staircases. Additional demolition of the concrete piers and the existing 56 piles, approximately 20 feet in length and 2 feet in diameter, would also be demolished. The removal of rock and riprap surrounding the western end of the Pier Bridges and providing protection for the Lifeguard Headquarters would also be part of the demolition activities. The estimated timeline for demolition would be 1.5 months.

3.5.2.3 Grading and Earthwork

Grading and earthwork activities would include landform alterations of the existing coastal slope, including the cut of approximately 5,400 cubic yards and fill of approximately 1,000 cubic yards of earth material, totaling a net export of approximately 4,400 cubic yards. The estimated timeline for grading and earthwork would be 2-3 months.

3.5.2.4 Structure Construction and Improvements

The Pier Bridges would be reconstructed to include new spaces for the Lifeguard Headquarters, public amenities, commercial use, and public dining areas. Drawing from the detailed geotechnical analysis (Appendix H-1) and preliminary foundation report (Appendix H-2), the anticipated construction process will build from the site

preparation and demolition, including detailed inspection and survey of the site. The setting of the foundation and pier and bridge supports would be undertaken next, followed by installation of piers and bridge supports with the necessary falsework. Completing the superstructure, including arches and support components, would be the next step. The railings, lighting and signage elements would be completed following the superstructure work, and then final quality and safety inspections would occur. The estimated timeline for structure construction and improvements would be 12-16 months.

3.5.2.5 Landscaping and Paving

The landscaping and paving elements would be based on the detailed understanding of the site and the corresponding design plans, which have accounted for installation of plant selection in designated activity locations across the site, The installation of the landscape plan will include coordinating schedules with any concurrent construction activities, materials delivery (trees, plants, soil supplements), location specific site preparation for the trees/plants, lighting, and supporting temporary and permanent irrigation systems. Approximately 10,000 square feet of new landscaping would be added along the Pier Bridges. This would include the planting of approximately 20 trees, supported by additional draught tolerant, native plants.

The paving elements will follow necessary preparation and excavation requirements, installation of base layers with compaction and reinforcing elements, paving and surface applications, and quality inspections. The estimated timeline for landscaping and paving would be 2 months.

3.5.3 Construction Equipment

Construction of the Project would include the use of both small and large construction equipment, including air compressors, cement and mortar mixers, cranes, dozers, excavators, forklifts, generators, graders, tractors/loaders/backhoes, pavers, pile drivers, rollers, and welders. Due to the proximity of sensitive receptors adjacent to the north and east of the Project site, the Project would incorporate Project Design Feature (PDF) **PDF-AQ-1** to reduce toxic air contaminants associated with the use of off-road construction equipment. Reductions to air contaminant emissions would result from the requirements of all construction equipment over 50 horsepower to be outfitted with Tier 4 Final Engines.

3.5.4 Temporary Closures and Traffic Control Plan

The phasing of project construction will include prioritizing reconstruction of the Pier View Bridges and Lifeguard Headquarters as the first phase. The anticipated construction schedule for reconstruction of the Pier View Way Bridges & Lifeguard Headquarters is approximately 18-24 months. As described above, the construction process is anticipated to include site preparation, demolition, grading and earthwork, structure construction and improvements, and landscaping and paving.

Hours of construction would adhere to the City's permitted hours for construction. Construction-related traffic would access the Project site via the existing roadway network; however, construction trucks would use the designated truck routes including North Pacific Street. Construction parking would be accommodated on the Project site as construction would occur sequentially for each component. The required temporary lane closures along North Pacific Street, traffic control plans, and staging areas have been identified for JSBCC, Pier View Way Bridges, Junior Seau Amphitheater and Bandshell, and Betty's Lot. A series of figures (Figures 3-26.1 through 3-29.2) that represent potential construction sites and elements, including staging schemes, construction areas (storage and

lay-down areas), temporary access controls (routes, closures, and detours), and emergency services access points and routes were developed to provide an illustrative representation of those activities and included as part of this project description. Those figures and the illustrated information they convey is described in detail below:

- **Figure 3-26.1, Junior Seau Beach Community Center – Construction Site:** This figure illustrates the short-term construction area along North Pacific Street and The Strand and fenced construction area for JSBCC. The workers would use both Pacific Street and The Strand, while the truck routes would travel along Pacific Street. Fire and emergency access would be maintained along Pacific Street and The Strand. The JSBCC parking lot would be used for construction trailers, storage and laydown for construction. With the completion of the building renovation, construction trailers would be removed and JSBCC parking lot improvements would be completed. Parking Lot No. 29 would be closed to complete the restriping and other improvements. This closure is anticipated to be of limited duration and the end of the main construction phase.
- **Figure 3-26.2, Junior Seau Beach Community Center – Construction Lane Closures:** This figure illustrates extent of partial lane closure of North Pacific Street, adjacent to JSBCC to complete utility connections, new curb and gutter and final street finish and striping at the end of the construction phase for a limited duration. However, two-way traffic would be maintained along Pacific Street at all times. A portion of The Strand along the project frontage of JSBCC would be closed during construction for a short term to complete underground utility infrastructure, new curb and gutter and final paving at the end of the construction phase for a limited duration.
- **Figure 3-27.1, Pier View Way Bridges – Temporary Wooden Municipal Pier Access Structure (Single-Stage):** This figure illustrates single stage construction that would occur to remove and replace the Pier View Way Bridges. Access to the sidewalk near the entrance of the bridge would be closed during construction. A protective cover would be placed over The Strand. The figure also illustrates the contractor yard and construction fencing.
- **Figure 3-27.2, Pier View Way Bridges – Temporary Wooden Municipal Pier Access Structure (Two-Stage):** This figure illustrates two-stage construction that would occur to replace the Pier View Way Bridges. Access to the sidewalk near the entrance of the bridge would be closed during construction. A protective cover would be placed over The Strand. The figure also illustrates the contractor yard and construction fencing. A detour would be in place for the down ramps located at the northwest corner of the site.
- **Figure 3-28.1, Junior Seau Amphitheater and Bandshell – Construction Site:** This figure illustrates the JSAB construction site with the short-term construction area along North Pacific Street and The Strand and fenced construction area for JSAB. The westbound left movement at the Mission Avenue/North Pacific Street intersection will be closed temporarily during construction at this site because of partial lane closure of North Pacific Street. Fire and emergency access would be maintained along North Pacific Street, 1st Street and The Strand. Workers and trucks would use North Pacific Street, 1st Street and The Strand during the construction phase. Construction access via 20 feet wide gates would be from The Strand. The figure also shows the crane and concrete pad, as well as construction and laydown area and storage locations.
- **Figure 3-28.2, Junior Seau Amphitheater and Bandshell – Lane Closures:** This figure illustrates extent of partial lane closure of North Pacific Street, adjacent to JSAB to complete utility connections, new curb and gutter and final street finish and striping at the end of the construction phase for a limited duration. However, two-way traffic would be maintained along North Pacific Street at all times. A part of the Betty' parking lot would be closed during construction for a short term to complete slurry coat finish, new Americans with Disabilities Act (ADA) parking striping and end of path travel is scheduled at the end of the construction phase for a limited duration.

- **Figure 3-29.1, Betty's Lot – Construction Site:** This figure illustrates the Betty's Lot construction site with the short-term construction area along North Pacific Street and fenced construction area for the parking lot. Fire and emergency access would be maintained along North Pacific Street, 1st Street and The Strand. Access to the police substation, beach operations center and restrooms buildings would be maintained at all times during construction. Workers and trucks would use North Pacific Street, 1st Street and The Strand during the construction phase. Construction access via 20 feet wide gates would be from The Strand. The figure also shows the crane and concrete pad, as well as construction and laydown area and storage locations. Construction would occur on the eastern part of the site first and the western part of the site would be used for construction laydown area and storage. A covered walkway along south side of Betty's Lot would be constructed.
- **Figure 3-29.2, Betty's Lot – Lane Closures:** This figure illustrates extent of partial lane closure of North Pacific Street, adjacent to Betty's Lot to complete utility connections, new curb and gutter and final street finish and striping at the end of the construction phase for a limited duration. However, two-way traffic would be always maintained along Pacific Street. The short segment of the westbound lane of 1st Street/Seagaze Drive, between The Strand and North Pacific Street, would be closed to complete at the end of the construction phase for a limited duration.

As presented in Section 4.14, Traffic and Circulation, of this Draft PEIR, and to minimize the impact of construction activities to the circulation system, the above-mentioned plans would be implemented as **PDF TRA-1** Traffic Control Plans (TCP)**.** These plans will ensure safe and efficient movement of motorists, bicycles, and pedestrians through or around construction zones while protecting the workers, equipment, and construction areas. The TCPs will show the exact location of the construction area, any lane closures, the roadway geometrics, and the temporary traffic control for the work and phases of construction.

3.5.5 Construction Storage and Staging Areas

The identification and analysis of construction storage and staging areas is necessary as part of the proposed Project's environmental approval processes. The areas proposed for storage and staging would involve utilizing portions of the existing plaza areas, stretching from JSBCC south to the Amphitheater and Bandshell. Additionally, portions of Betty's Lot would also be utilized. The use of these areas would be dynamic, in the context of the needed space likely shifting in location and size depending on the construction stage, activities, location, and needs. All necessary signage, barriers/fencing, and temporary access through and around the construction area will be in place throughout construction.

3.6 Project Operations

3.6.1 Pier View Way Bridges

The Pier Bridges would maintain existing operations with improvements to enhance circulation and public viewing areas. The Pier Bridges would continue to provide the primary entrance and exit to the Oceanside Municipal Pier via an at-grade entrance with North Pacific Street on the Pier Bridges utilized by vendors, beachgoers, and visitors; The Pier Bridges would continue to connect visitors to the Plaza Area and the Junior Seau Beach Community Center, along with access to and from The Strand via two staircases along the north and south sides of the Pier Bridges. The Project will also provide ADA compliant access improvements from North Pacific Street down to The Strand via

a ramp on the northeast side of the Pier Bridges, and a new public viewing deck would be provided at the North Pacific Street level.

3.6.2 Lifeguard Headquarters

The Lifeguard Headquarters would continue to provide essential operations that maximize public safety and provide ongoing public services through active monitoring and patrolling the Pier Bridges, coastline, and ocean areas. A new proposed floor plan that retains these services but optimizes key space requirements essential to these operations would be in place. As described in Section 3.4.1, Alternative 1, the Lifeguard Headquarters' new floor plan would include a supervisory lifeguard workstations, a central lifeguard preparation area, public interface and first aid and stingray treatment areas, and storage for beach rescue equipment.

3.6.3 Lifeguard Operations Building

The proposed Lifeguard Operations Building represents a proposed supplemental facility to the Lifeguard Headquarters. This proposed facility, as described in Section 3.4.1, is being analyzed across two design options which would both be located east of The Strand. The Lifeguard Operations Building would address lifeguard services growing safety services, space needs, training and meeting requirements, expanded 24-hour operations, as well as addressing sea level rise concerns described in Section 3.2.8.1. The facility would include Lifeguard Logistics spaces on the lower level which would house beach and water rescue equipment and crafts. Lifeguard Support and Lifeguard Administration spaces would be provided on the upper levels, including observation/meeting spaces, offices, storage, IT, break room, 24/7 kitchen and living room, restrooms, commercial space, and storage spaces designed to accommodate operational and training needs. The facility would also provide visitor-serving leased restaurant space at The Strand and plaza level.

3.6.4 Junior Seau Beach Community Center

The proposed JSBCC would preserve existing operations but would include cosmetic and non-structural improvements. The current configuration includes a gymnasium, dance/fitness studio, game/activities room, a stage, kitchen, staff work areas, storage, and restrooms. The JSBCC also includes the City's Sports Office. Based on the proposed improvements, the project operations would continue to utilize these upgraded amenities by hosting a variety of sports leagues (including wheelchair sports), after school programs, day camps, and special events. Restrooms and paths of travel (including sidewalks and cross slopes) would meet current ADA compliance and improve the experience of guests with varying accessibility limitations.

3.6.5 Amphitheater and Bandshell

The proposed amphitheater and bandshell would maintain current operations while incorporating enhancements such as upgraded seating, improved lighting and acoustics, restrooms, wider aisles, full ADA accessibility, and additional storage space. The amphitheater and bandshell are currently used for holding concerts, graduation ceremonies, and special events. Based on the proposed improvements, these operations would continue, but with these upgraded amenities, significantly enhancing the visitor experience. Modernization efforts would elevate event capabilities with advanced lighting and acoustics and increased storage, while visitor comfort and accessibility would be improved throughout.

3.6.6 Community Plaza Area

The proposed enhancements to the community plaza area would provide ADA access to both The Strand and the beach, improved viewing areas, additional safety amenities, continued visitor-serving dining options, and a new landscaping concept. These improvements would elevate the existing plaza, fostering better connectivity and between each of the key elements of the Project area, from JSBCC to the north down to Betty's Lot to the south. The design would be further enriched by the inclusion of public art, improved ADA compliant accessibility, seamless integration across the facilities, restaurant space, and a first aid patio and stingray treatment courtyard.

3.6.7 Betty's Lot

Though Betty's Lot has only been considered as a long-range possibility, it would continue to provide visitors with access to the beach and nearby amenities. Future modifications, as described under Alternative 2, could include additional open park and recreational space, City facilities similar to those offered in the JSBCC, additional storage, enhancing pedestrian pathways, while maintaining this location for beach area parking.

3.7 Permits and Approvals

3.7.1 California Coastal Commission

As defined previously, this Project falls within the jurisdiction of both the California Coastal Commission and the City of Oceanside, and rather than applying for individual permits from each agency for sections of the Project, one consolidated Coastal Development Permit issued by the Coastal Commission will be prepared encompassing the entire Project site. Key coordination points with Coastal Commission staff, based on the latest updates and correspondence from Coastal Commission staff are provided below:

- Locally designated historic structures must be preserved, including the western building used by the lifeguards
- There will be no expansion of the bridges or community center existing footprints.
- Existing lifeguard uses that are essential for emergency response will remain at the existing lifeguard facility on the beach.
- Lifeguard uses that are not essential for emergency response will be relocated to the new eastern facility that is farther from hazards.
- Existing lifeguard building will maintain existing riprap protection but will not expand or augment the protection feature in any way in a post construction scenario.
- The new eastern facility will include lifeguard uses as well as public spaces, plus a replacement for the existing lower-cost food establishment.
- A full sea level rise analysis will be done for the Project, incorporating the methodology described in the CCC's sea level rise guidance for critical infrastructure (CCC 2021). In general, the Project will seek to minimize exposure to coastal hazards.

3.7.2 State Lands Commission

The California State Lands Commission (SLC) has notification and comment authority over the Project, specific to any dredge or fill resulting from construction activities. The anticipated construction activities will need to fully define the limits of disturbance, the depth of excavations, and the delineation of those activities within westerly limits of the permanently defined ordinary high-water mark as defined in the Boundary Line Agreement 37 (February 11, 1963) and the Chapter 217, Statutes of 1963 – Service Agreement (April 14, 1965). The written notification will need to be inclusive of the above-described delineations and construction activity limits.

The key points of coordination and corresponding submittal requirements will include the following:

- A description of the dredging to be conducted, including a map and land description showing the area and Project site.
- A description of the amount of material to be dredged, disposal amount, location, and means of disposal, if available.
- The time and manner in which dredging is to occur.
- The relevant permits, authorizations, and approvals that exist or must be obtained to complete dredging, including the USACE Section 10 Permit, RWQCB Section 401 Certification, Coastal Development Permit, and CEQA Program Environmental Impact Report.
- A declaration that the dredging is necessary and why and a declaration that the dredging is consistent with the statutory trust grant.
- A statement with supporting documents that explains whether the City anticipates receiving any revenue from the materials to be dredged, and, if so, in what amounts.
- The City may presume that a dredging lease is not required if the following conditions are also met:
  - The dredged material is disposed of at an approved on or offshore disposal site.
  - The dredged material is not sold.
  - The dredging is consistent with the proper management of the granted public trust lands.

Consistent with the above description of notifications and supporting coordination points, Dudek will work with the City and the design team, including Moffatt & Nichol and Johnson Favaro, to develop and assemble the required documentation for submittal. Dudek will also proactively work with the SLC to ensure a project understanding the timely completion of the SLC's concurrence.

3.7.3 U.S. Army Corps of Engineers

The USACE jurisdictional purview for the Project will be through Section 10 of the Rivers and Harbors Act of 1899, which requires authorization for the construction or repair of any structure in, over, or beneath navigable waters of the United States. Navigable waters of the United States are those that are subject to the ebb and flow of the tide and/or are used or may be used to transport interstate or foreign commerce (i.e., Pacific Ocean). Section 10 jurisdiction in tidal waterways extends to the mean high-water line and is defined by the line on the shore established by the average of all high tides, typically over an extended period. The Section 10 application includes structures or work if the structure or work affects the course, location, or condition of the water body. The law applies to any dredging or disposal of dredged materials, excavation, filling, re-channelization, or any other modification of a navigable water of the United States, and applies to all structures, from the smallest floating dock

to the largest commercial undertaking. It further includes, without limitation, any wharf, dolphin, weir, boom breakwater, jetty, groin, and bank protection (e.g., riprap, revetment, bulkhead).

Based on the regulatory requirements defined above and a detailed understanding of the proposed Project improvements, Dudek will work in a coordination manner with the City, Moffatt & Nichol, and Johnson Favaro to prepare an application for verification under the Nationwide Permit program. The application and supporting materials will address any work at or below the mean high-tide line in the Project area. In concert with the City and consultant team members, Dudek will also conduct pre-application coordination with USACE staff to determine the appropriate Nationwide Permit for the Project and facilitate timely permitting approval.

3.7.4 Regional Water Quality Control Board

Section 401 of the federal Clean Water Act specifies that states must certify that any activity subject to a permit issued by a federal agency, such as the USACE, meets all state water quality standards. In the state of California, the State Water Resources Control Board and the regional boards are responsible for taking certification actions for activities subject to any permit issued by the USACE pursuant to Section 404 of the federal Clean Water Act or Section 10 of the Rivers and Harbors Act of 1899. Where federal jurisdiction is concurrent, meaning there aren't isolated waters of the state, discharges into waters of the state are regulated by the San Diego Regional Water Quality Control Board (RWQCB) under Section 401 of the federal Clean Water Act.

Based on these regulatory parameters and an understanding of the Project's proposed suite of improvements, Dudek will work with Moffatt & Nichol, Johnson Favaro, and the City to prepare an application for Section 401 Water Quality Certification that fully addresses any work at or below the mean high-water line in the Project area. This will include both temporary and permanent impacts associated with construction and future post-construction operations

3.7.5 City of Oceanside

As the lead agency and Project proponent, the City of Oceanside will be the approving agency for the Project, including review and approval of this Draft PEIR. Additional approvals, associated with the City's project development process will include separate approvals or permits for building, grading, demolition, encroachment, and entitlements.



SOURCE: SANGIS 2025; ESRI World Imagery

DUDEK

FIGURE 3-1

Project Location

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: SANGIS 2023, 2025

DUDEK

250 Feet

FIGURE 3-2A

Project Site

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase IIII

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SOURCE: Johnson Favaro, 2025

FIGURE 3-2B.1

Project Site Proposed without Betty's Lot (Alternative 1)

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: Johnson Favaro, 2025

FIGURE 3-2B.2

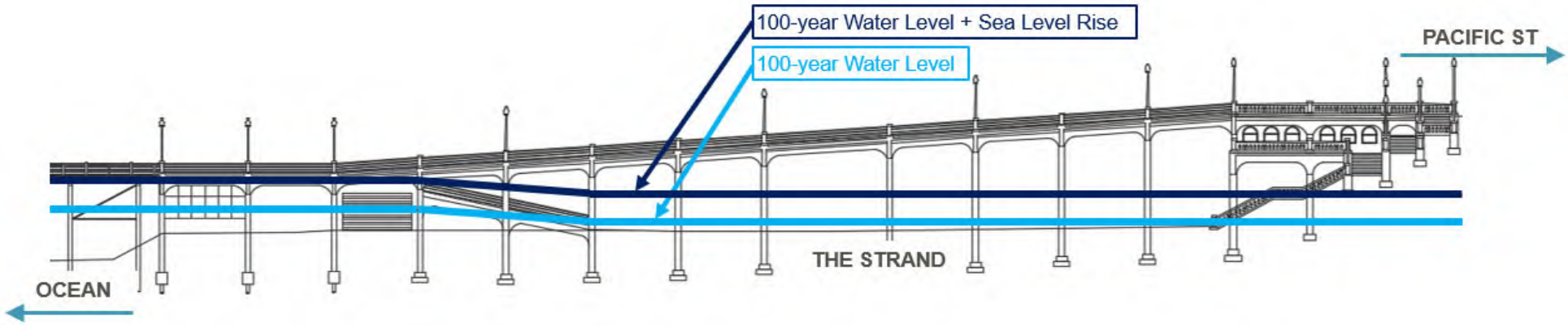
Project Site Proposed with Betty's Lot (Alternative 2)

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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DESIGN WATER LEVELS (EXISTING SITE)



SOURCE: Pier View Way Bridge & Lifeguard Headquarters Project, City of Oceanside Feasibility Study

FIGURE 3-3

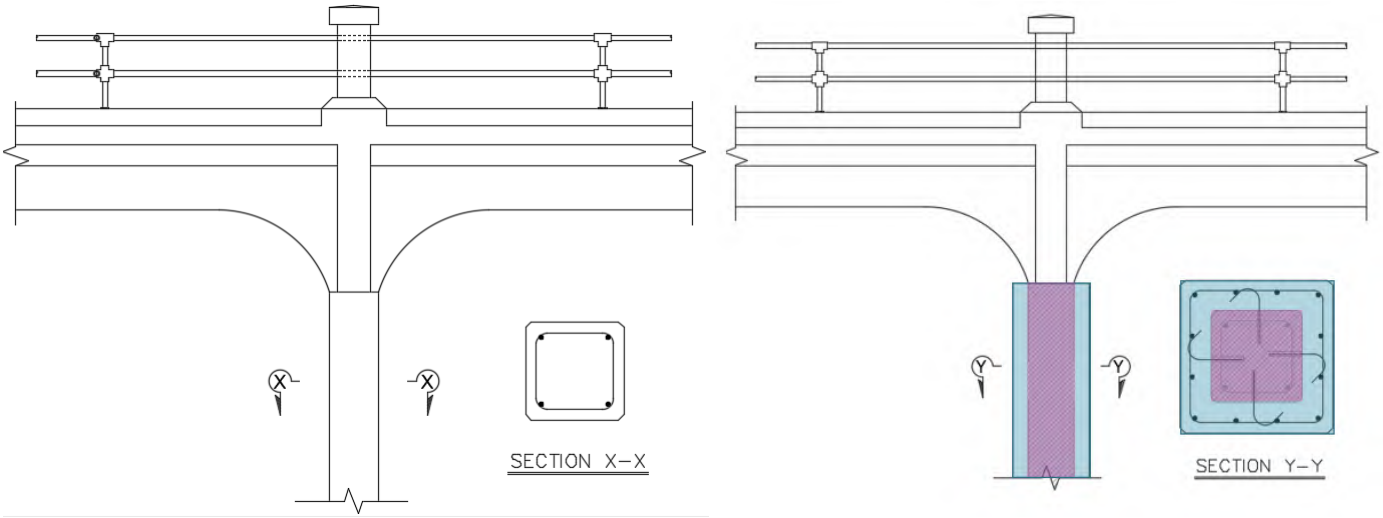
Projected Sea Level Rise

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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EXISTING COLUMN (LEFT) VS. RESTORED COLUMN (RIGHT)



COLUMN RESTORATION SEQUENCE


EXISTING


REINFORCED CONCRETE CAGE PLACEMENT


FINAL APPEARANCE

SOURCE: Pier View Way Bridge & Lifeguard Headquarters Project, City of Oceanside Feasibility Study

FIGURE 3-4

Pier View Way Bridges - Design Option 1 - Retrofit Column Design

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SOURCE: Heritage, 2020

FIGURE 3-5

Pier View Way Bridges - Preferred Design Option 2 - Reconstruction In-Kind/Existing Design

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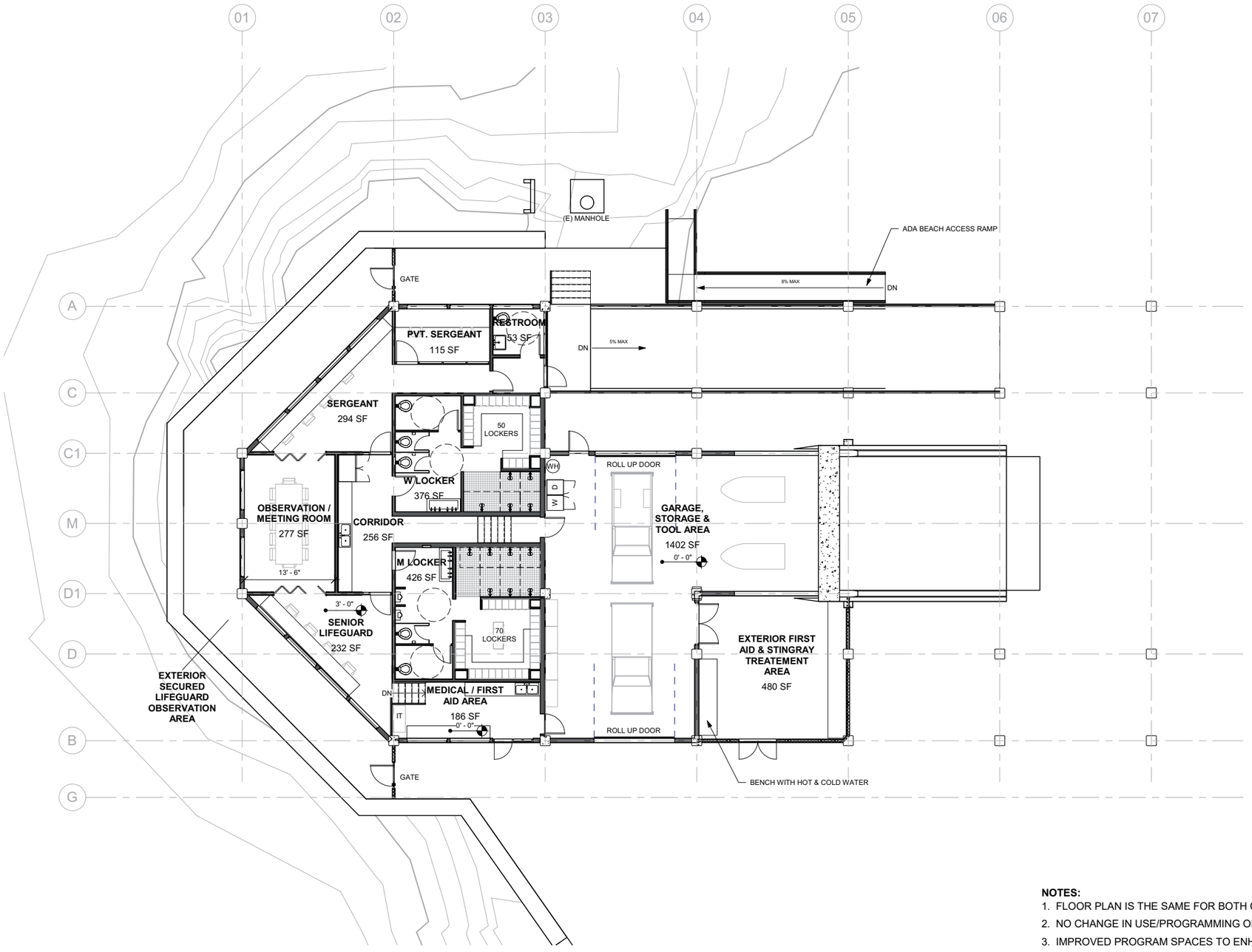


SOURCE: Heritage, 2020

FIGURE 3-6

Pier View Way Bridges - Preferred Design Option 2 - Reconstruction In-Kind/Existing Design

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NOTES:

1. FLOOR PLAN IS THE SAME FOR BOTH CONCEPTS 1 AND 3
2. NO CHANGE IN USE/PROGRAMMING OF THE INTERIOR SPACES
3. IMPROVED PROGRAM SPACES TO ENHANCE PUBLIC SAFETY
4. INTERIOR FINISH FLOOR RAISED BY 3' TO PROTECT FROM FUTURE SEA LEVEL RISE STORM SURGES

0 4' 8' 16'
0 2"
1/8" = 1'-0"

SOURCE: RNT Architects, August 2024

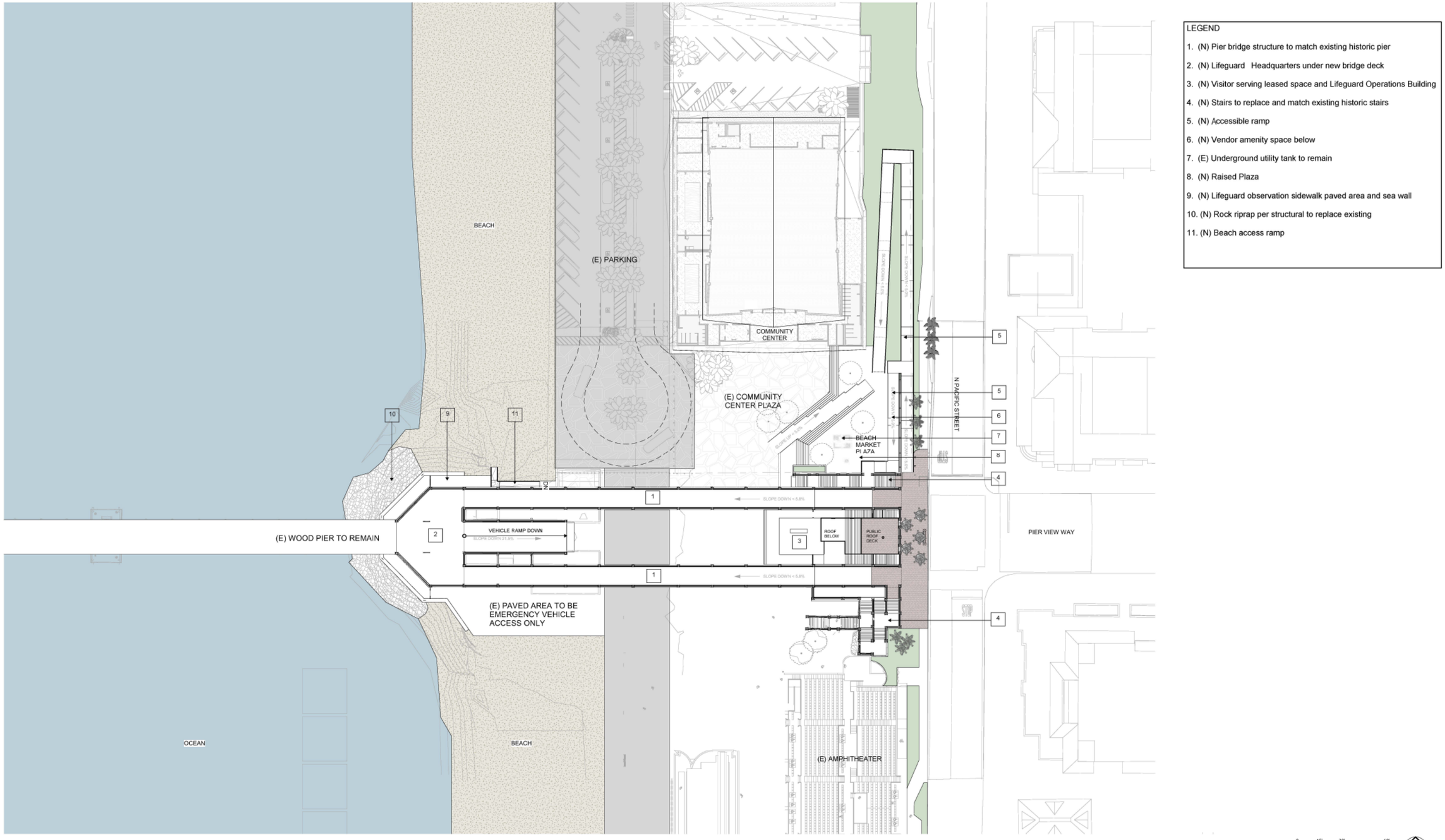
FIGURE 3-7

Lifeguard Headquarters - Floor Plan Design Concept

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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LEGEND

1. (N) Pier bridge structure to match existing historic pier
2. (N) Lifeguard Headquarters under new bridge deck
3. (N) Visitor serving leased space and Lifeguard Operations Building
4. (N) Stairs to replace and match existing historic stairs
5. (N) Accessible ramp
6. (N) Vendor amenity space below
7. (E) Underground utility tank to remain
8. (N) Raised Plaza
9. (N) Lifeguard observation sidewalk paved area and sea wall
10. (N) Rock riprap per structural to replace existing
11. (N) Beach access ramp

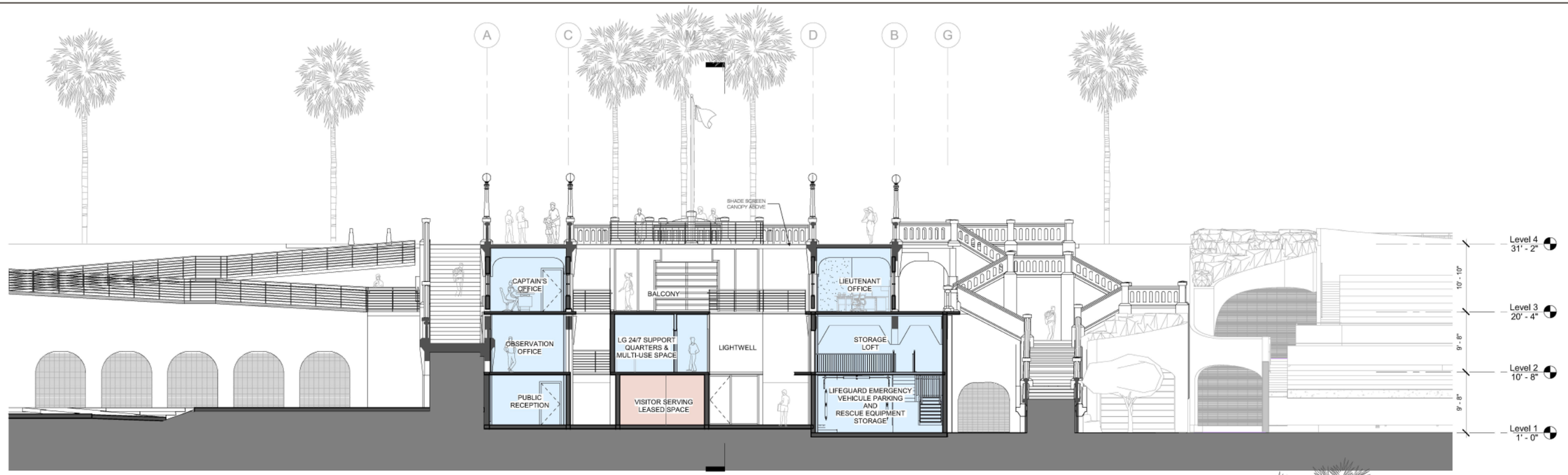
SOURCE: RNT Architects, August 2024

FIGURE 3-8

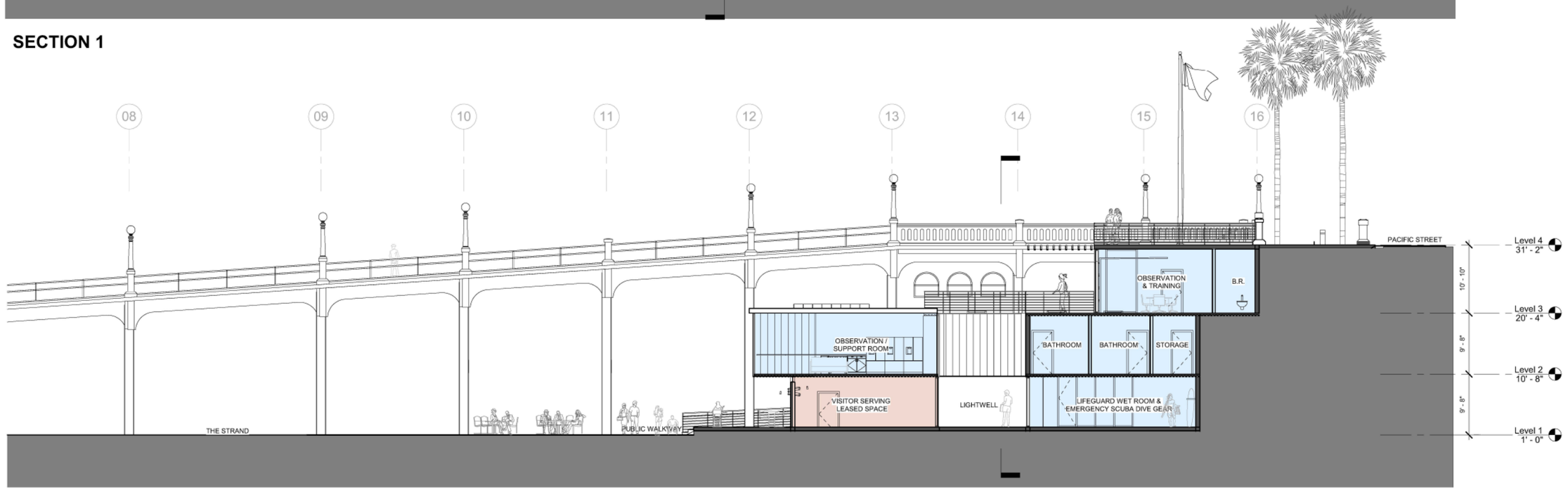
Lifeguard Operations Building - Design Option 1

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SECTION 1



SECTION 2

SOURCE: RNT Architects, August 2024

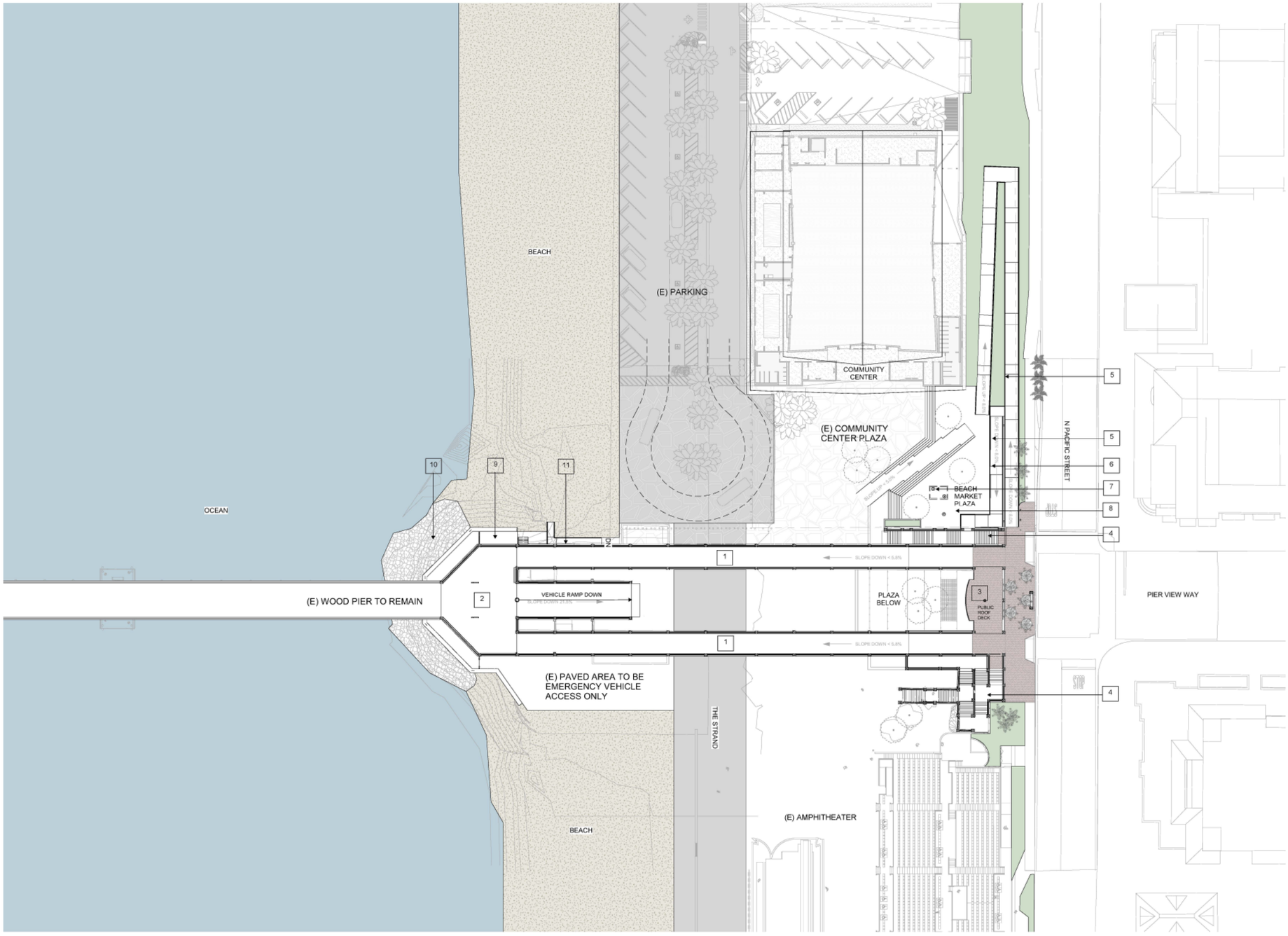
FIGURE 3-9

Lifeguard Operations Building - Design Option 1 - Schematic Cross-Section

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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LEGEND

1. (N) Pier bridge structure to match existing historic pier
2. (N) Lifeguard Headquarters under new bridge deck (See Sheet A100)
3. (N) Visitor serving leased space and Lifeguard Operations Building
4. (N) Stairs to replace and match existing historic stairs
5. (N) Accessible ramp
6. (N) Vendor amenity space below
7. (E) Underground utility tank to remain
8. (N) Raised Plaza
9. (N) Lifeguard observation sidewalk paved area and sea wall
10. (N) Rock riprap per structural to replace existing
11 (N) Beach access ramp

0 15' 30' 60'
0 2'
1" = 30'-0"

SOURCE: RNT Architects, August 2024

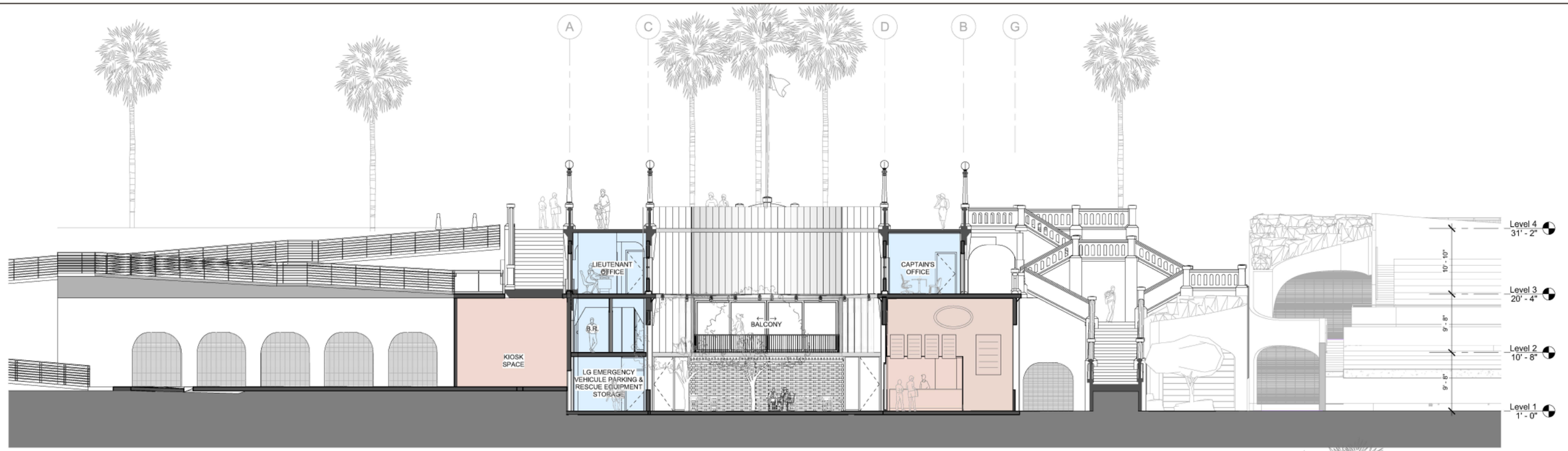
FIGURE 3-10

Lifeguard Operations Building - Preferred Design Option 2

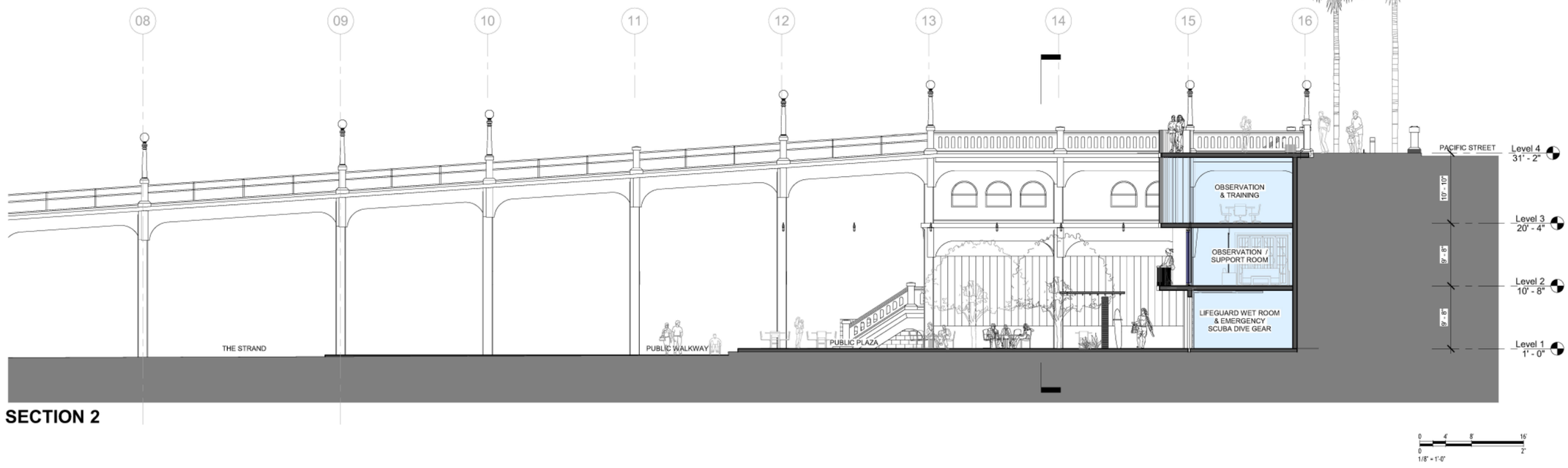
Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SECTION 1



SECTION 2

SOURCE: RNT Architects, August 2024

FIGURE 3-11

Lifeguard Operations Building - Preferred Design Option 2 - Schematic Cross-Section

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View from Pacific Street

SOURCE: RNT Architects, August 2024

FIGURE 3-12

Lifeguard Operations Building - Public View Deck

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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Junior Seau Beach Community Center Plan View



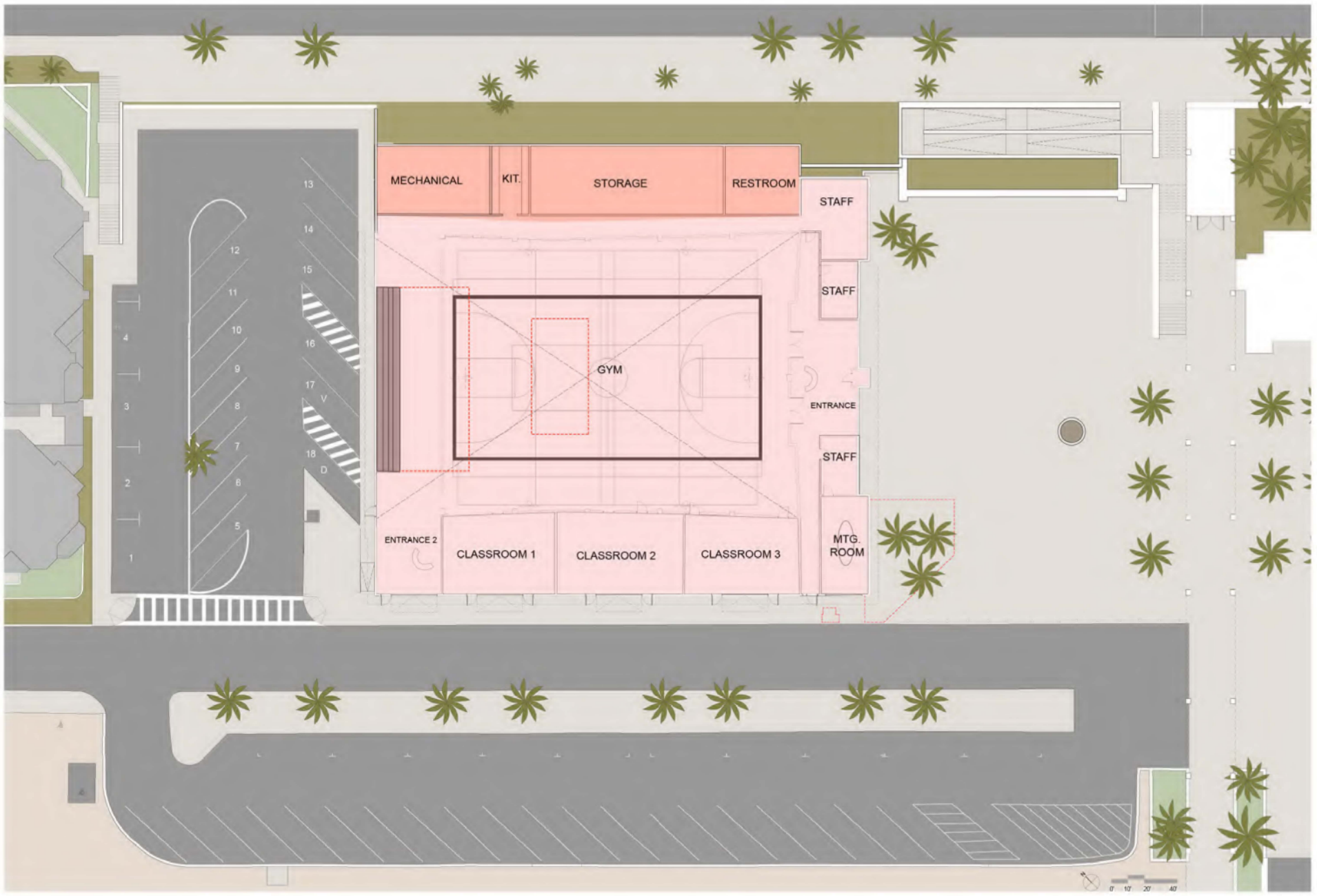


SOURCE: Johnson Favaro, 2025

FIGURE 3-13

Junior Seau Beach Community Center - Preferred Design Option 1, Renovation/Refurbishment, Minor Structural Improvements

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Junior Seau Beach Community Center Plan View



Junior Seau Beach Community Center View 1

SOURCE: Johnson Favaro, 2025

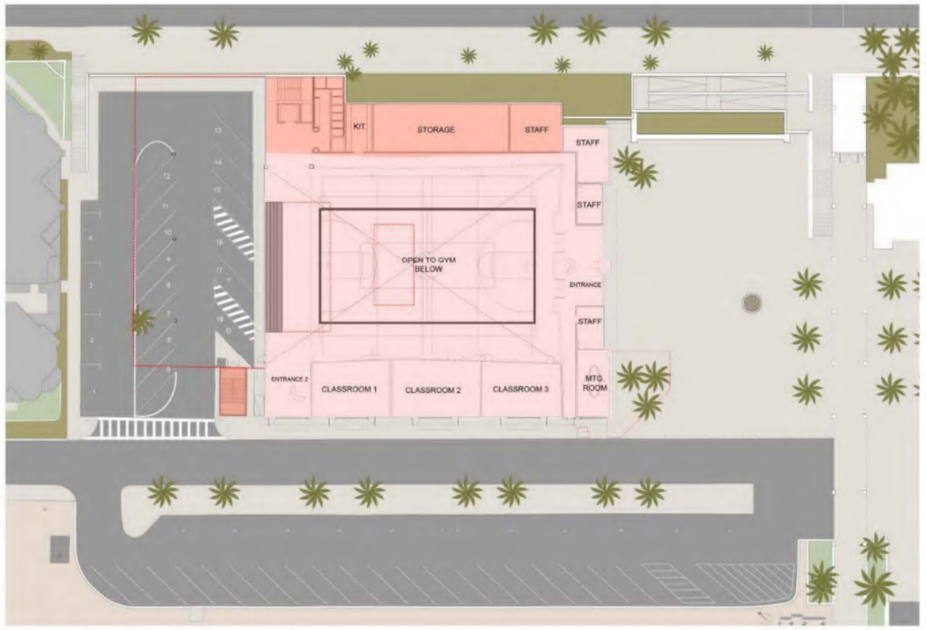
FIGURE 3-14

Junior Seau Beach Community Center - Design Option 2, Full Renovation/Building Addition

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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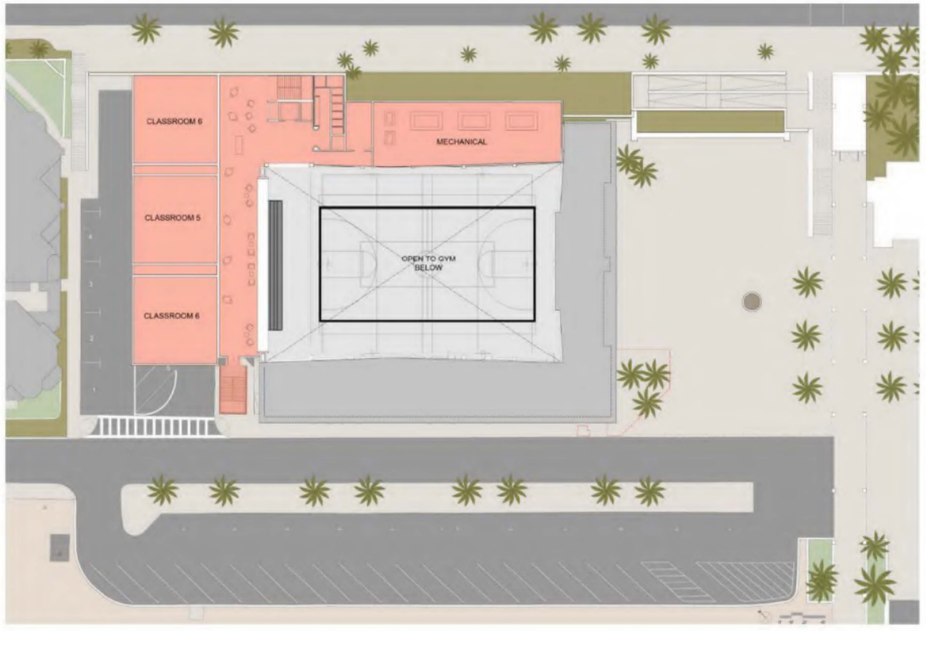
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Junior Seau Beach Community Center Plan View 1



Junior Seau Beach Community Center View 1



Junior Seau Beach Community Center Plan View 2



Junior Seau Beach Community Center View 2

SOURCE: Johnson Favaro, 2025

FIGURE 3-15

Junior Seau Beach Community Center - Design Option 3, Full Renovation/Build Addition (Building Addition/Rooftop Park)

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: Johnson Favaro, 2025

FIGURE 3-16

Junior Seau Amphitheater - Design Option 1, Larger Terraces

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: Johnson Favaro, 2025

FIGURE 3-17

Junior Seau Amphitheater - Design Option 2, Reduced Profile

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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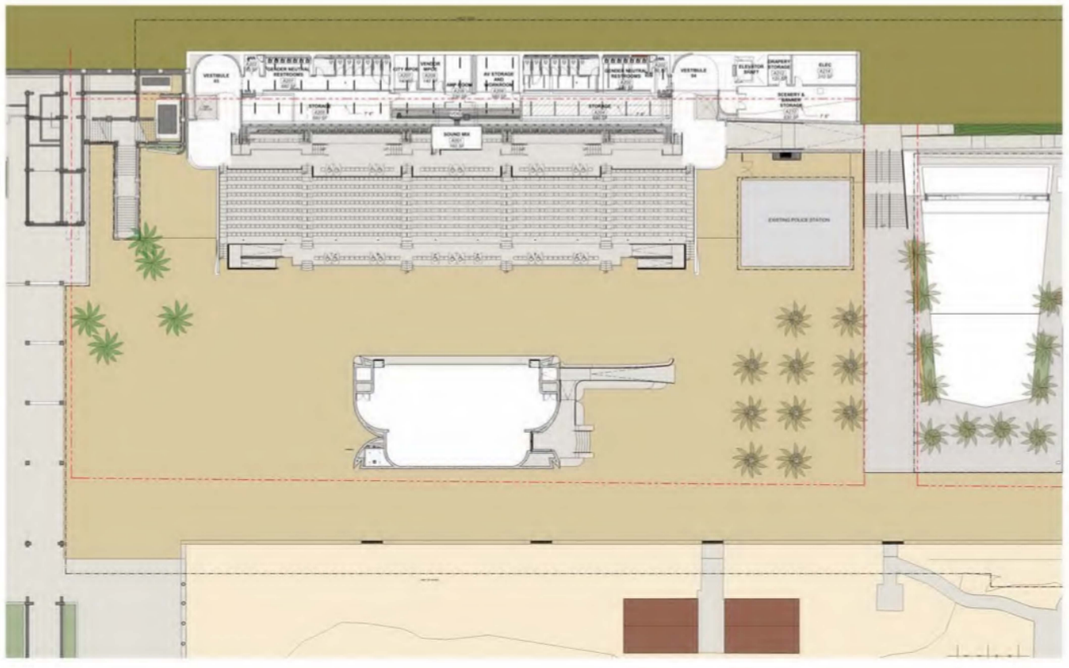
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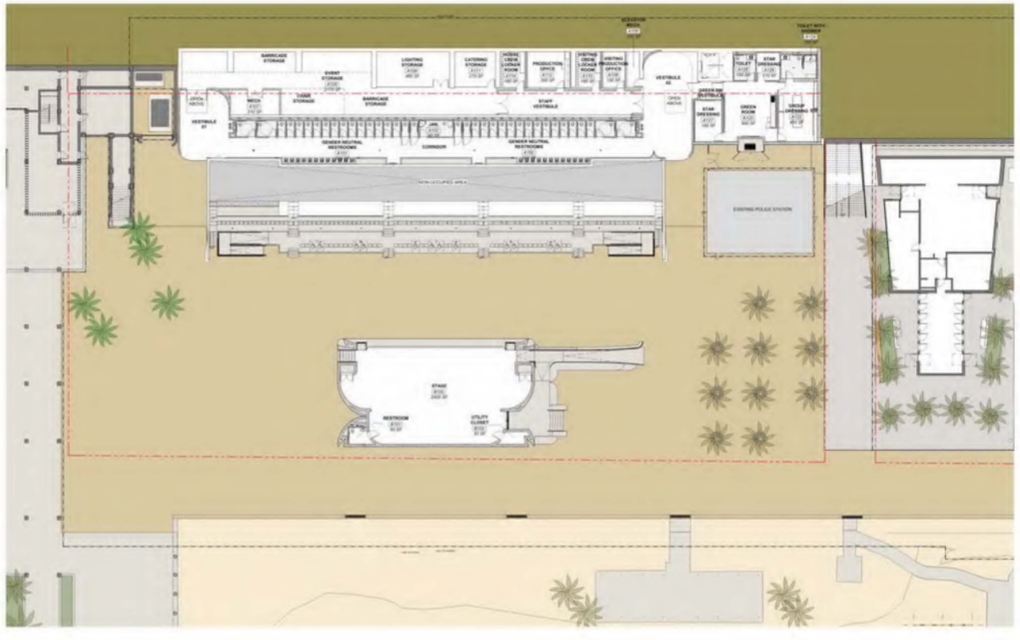
Junior Seau Amphitheater Plan View



Junior Seau Amphitheater Plan - Pacific Street



Junior Seau Amphitheater Plan - Mid Level



Junior Seau Amphitheater Plan - Strand Level

SOURCE: Johnson Favaro, 2025

FIGURE 3-18.1

Junior Seau Amphitheater - Preferred Design Option 3, Reduced Profile and Elevator Relocation

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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Junior Seau Amphitheater View



Junior Seau Amphitheater Cross Section

SOURCE: Johnson Favaro, 2025

FIGURE 3-18.2

Junior Seau Amphitheater - Preferred Design Option 3, Reduced Profile and Elevator Relocation

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: Johnson Favaro, 2025

FIGURE 3-19

Junior Seau Bandshell - Design Option 1, Open Bandshell

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: Johnson Favaro, 2025

FIGURE 3-20

Junior Seau Bandshell - Design Option 2, Full Height Bandshell (Exceeds Proposition A)

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: Johnson Favaro, 2025

FIGURE 3-21

Junior Seau Bandshell - Preferred Design Option 3, Reduced Height and Closed Bandshell (Complies with Proposition A)

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SOURCE: Johnson Favaro, 2025

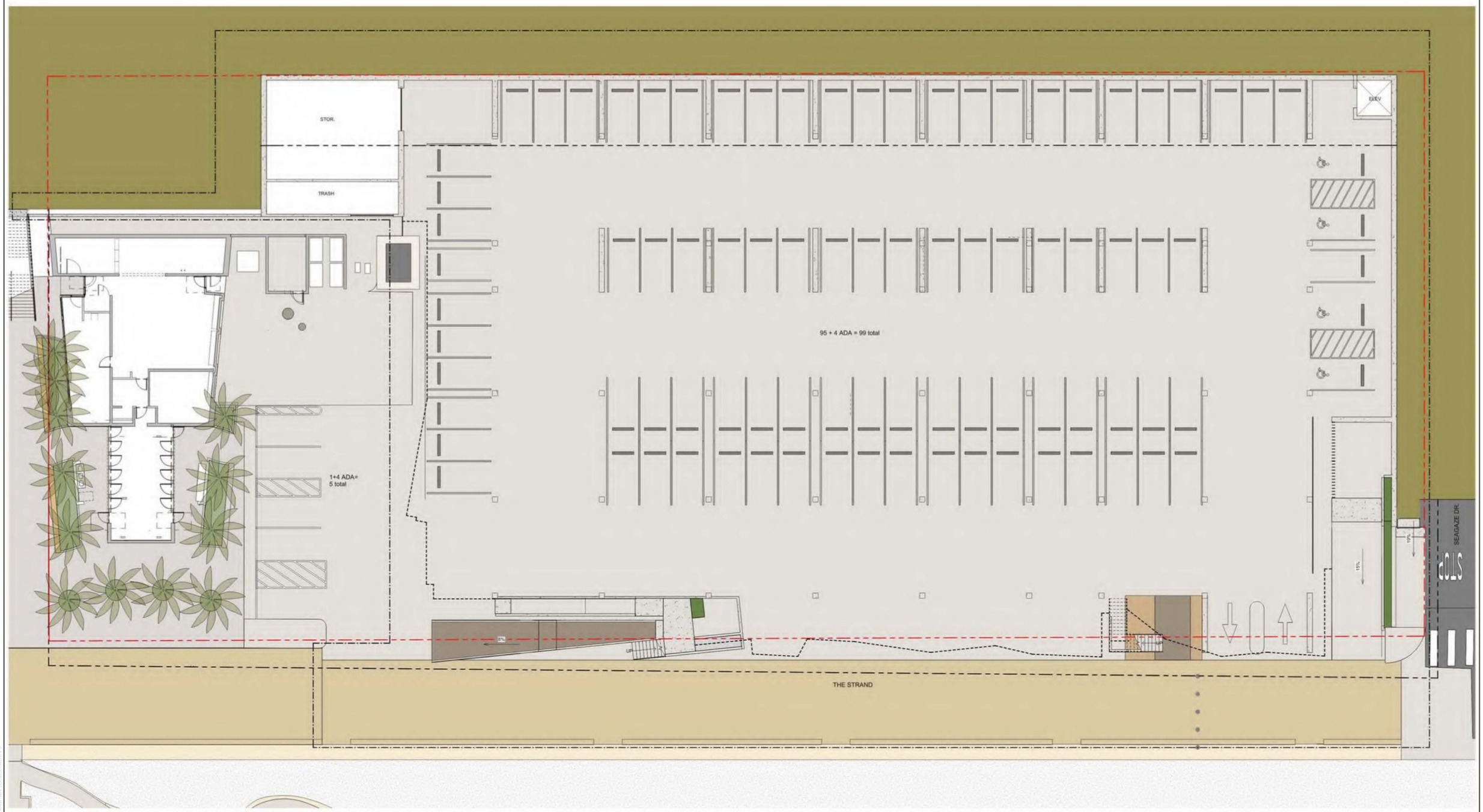
FIGURE 3-22

Betty's Lot - Existing Conditions

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: Johnson Favaro, 2025

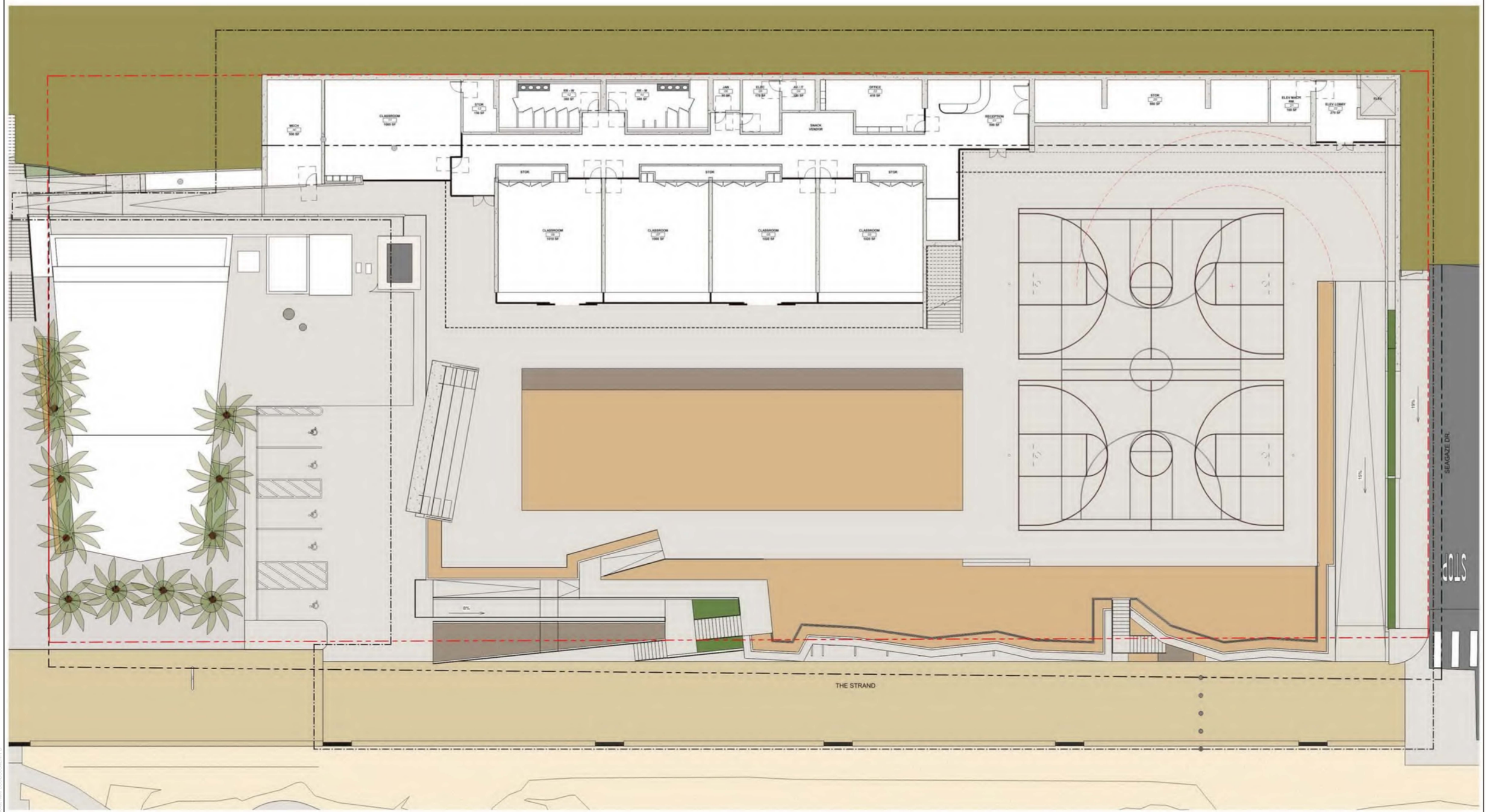
FIGURE 3-23

Betty's Lot - Concept Design, Strand-Level Parking Structure (Alternative 2)

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: Johnson Favaro, 2025

FIGURE 3-24

Betty's Lot - Concept Design, Mid-Level Park and Community Amenities (Alternative 2)

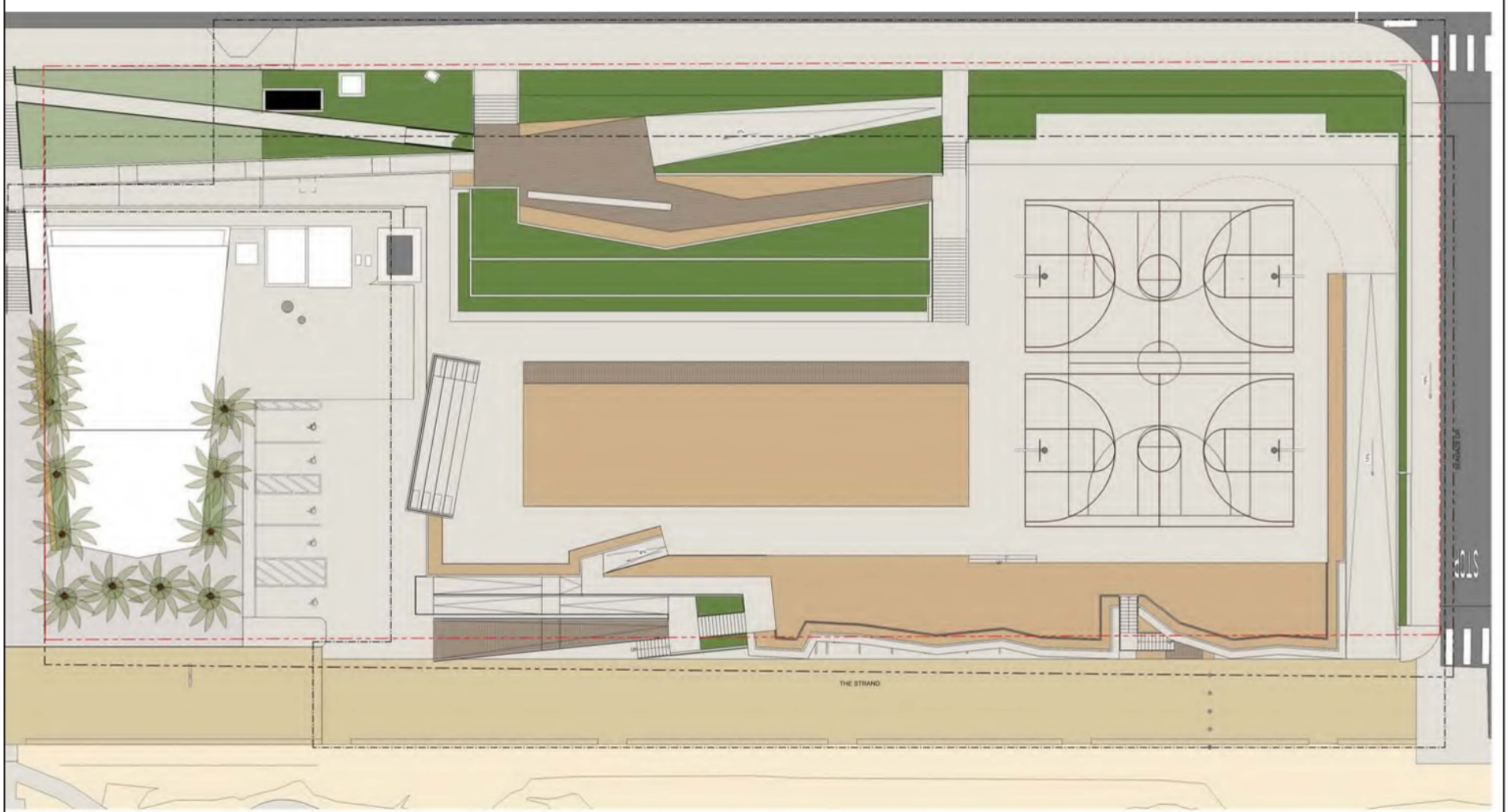
Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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Betty's Lot View



Betty's Lot Plan View

SOURCE: Johnson Favaro, 2025

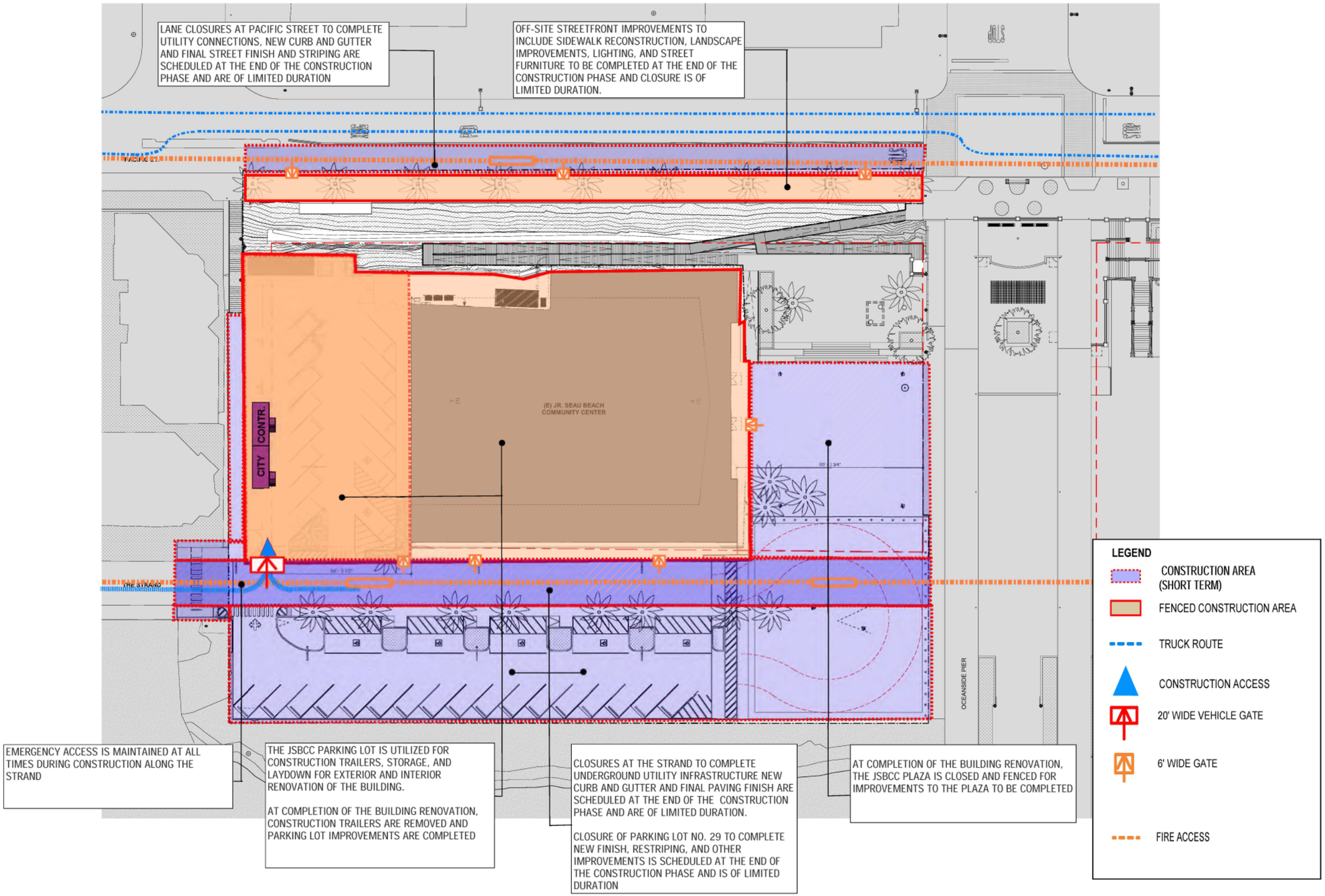
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FIGURE 3-25

Betty's Lot - Concept Design, Street-Level Pedestrian Improvements (Alternative 2)

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: Johnson Favaro, 2025

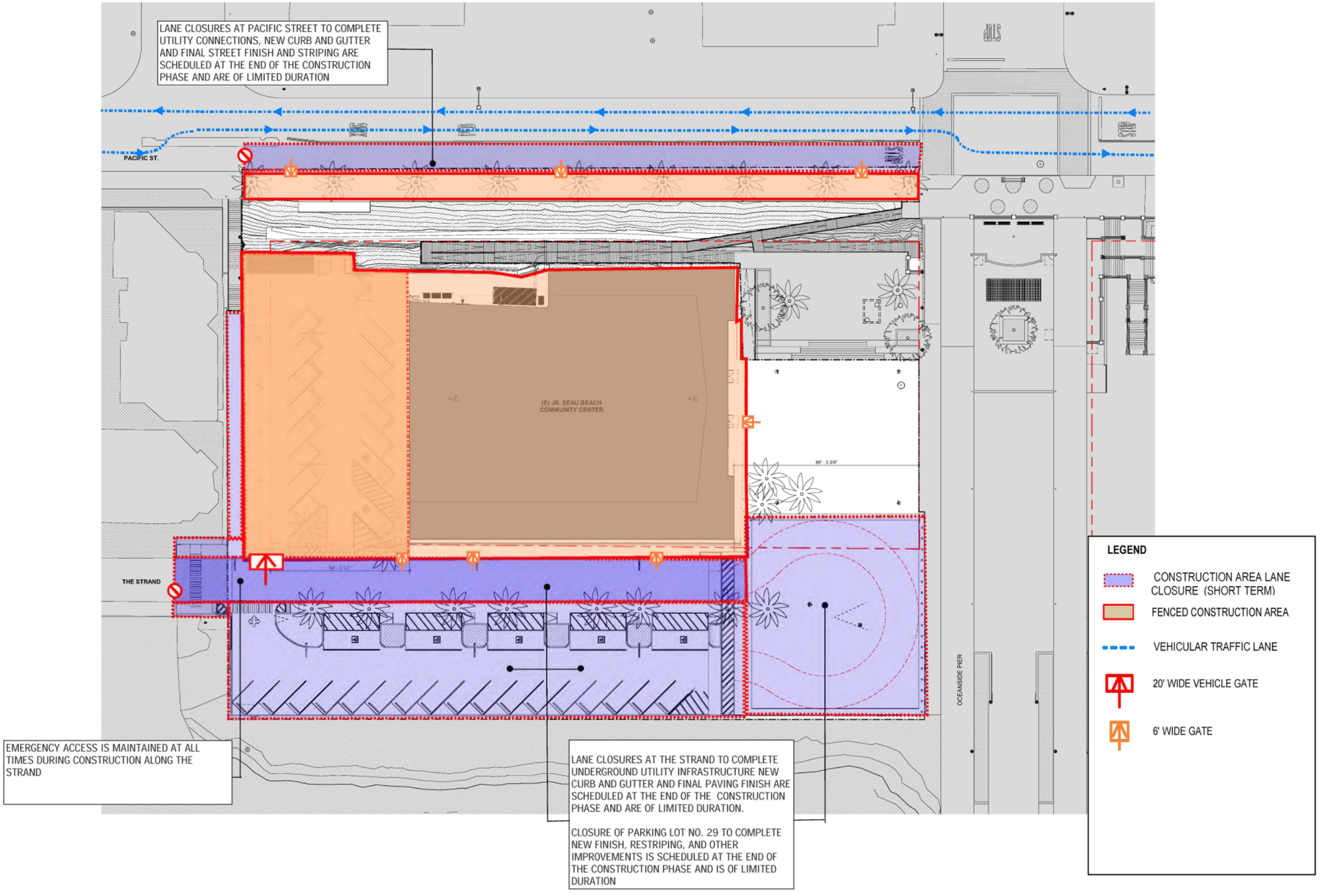
FIGURE 3-26.1

Junior Seau Beach Community Center - Construction Site

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: Johnson Favaro, 2025

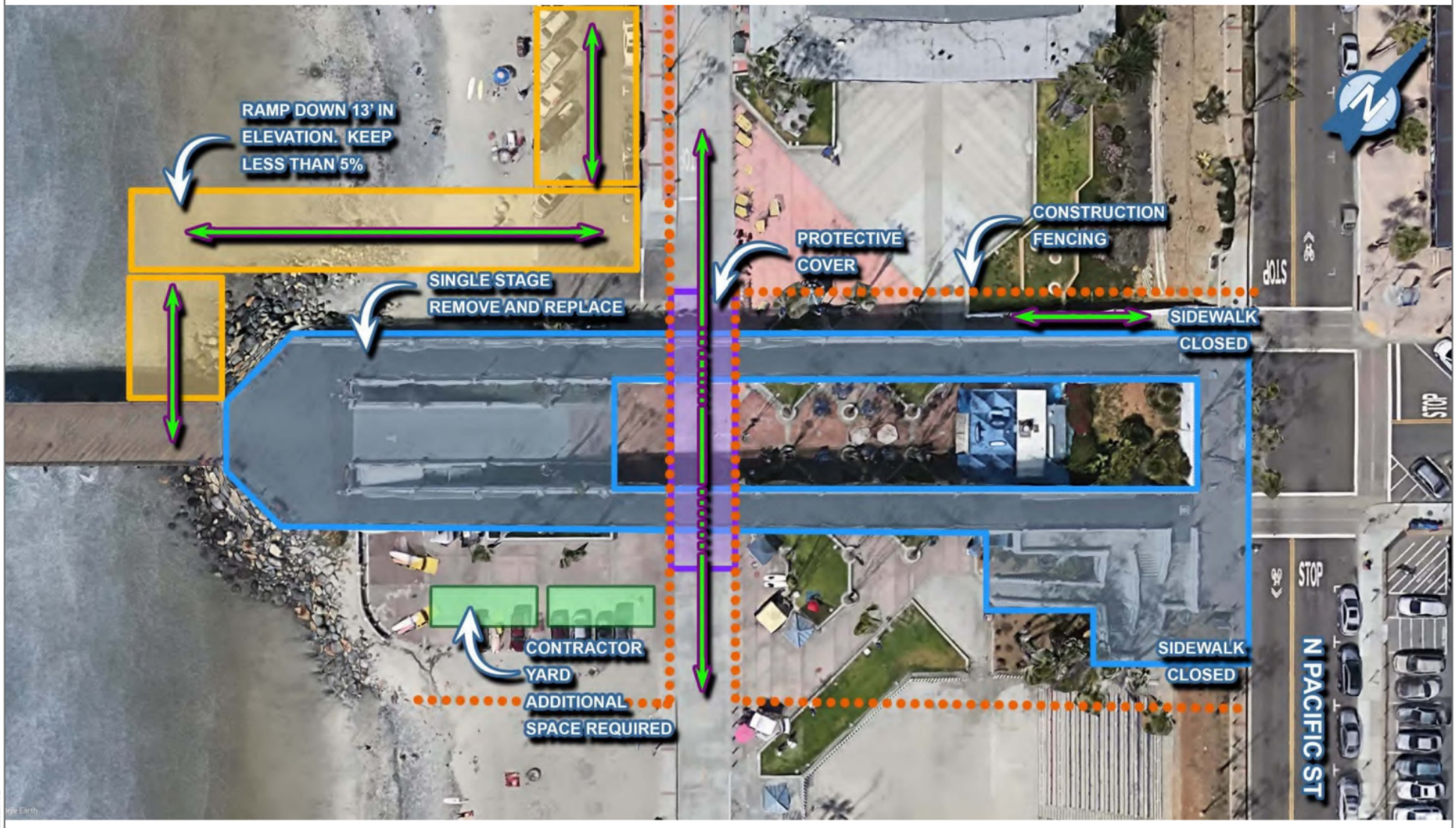
FIGURE 3-26.2

Junior Seau Beach Community Center - Construction Lane Closures

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: Pier View Way Bridge & Lifeguard Headquarters Project, City of Oceanside Feasibility Study

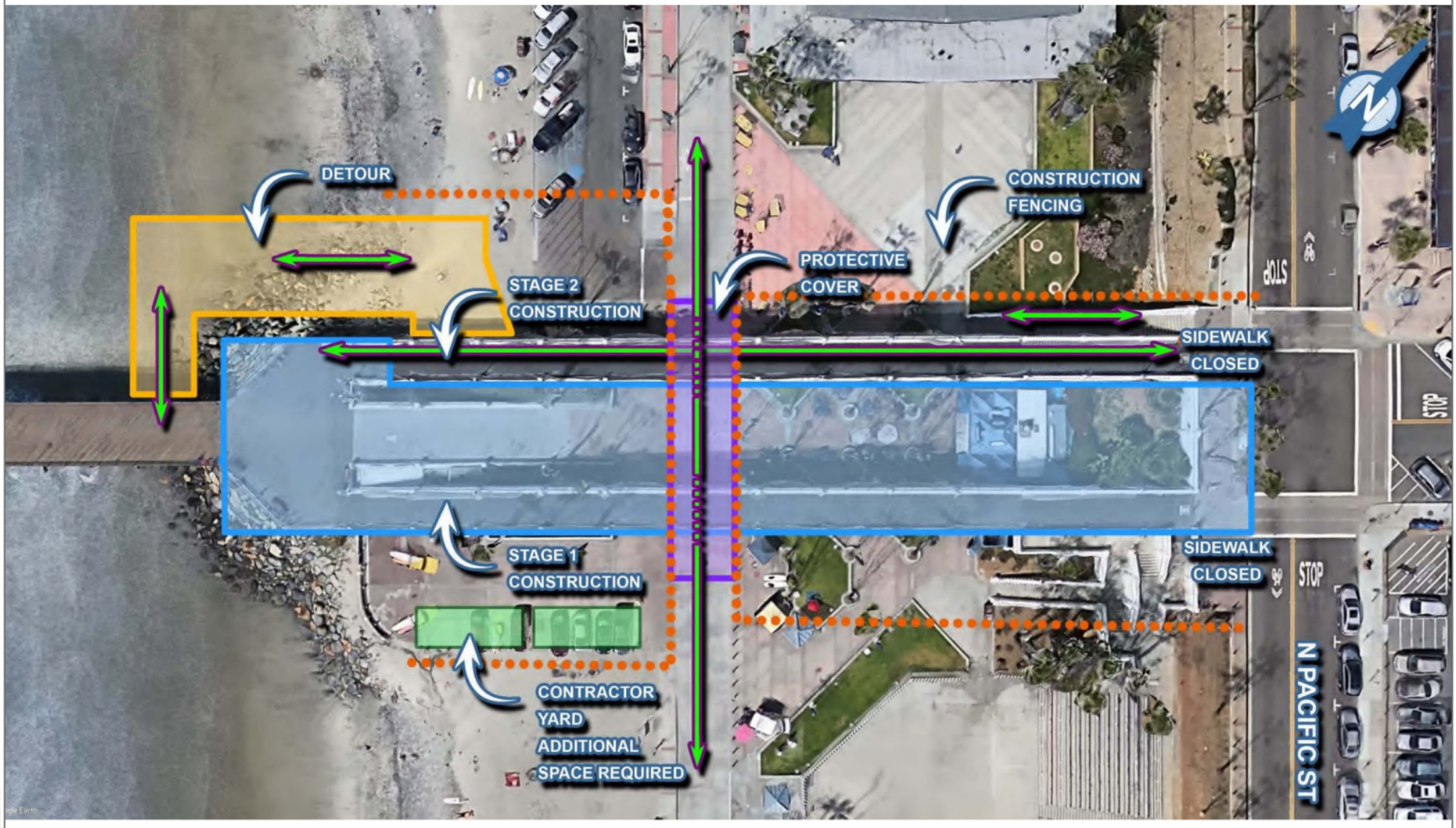
FIGURE 3-27.1

Pier View Way Bridges - Temporary Wooden Municipal Pier Access Structure (Single-Stage)

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: Pier View Way Bridge & Lifeguard Headquarters Project, City of Oceanside Feasibility Study

FIGURE 3-27.2

Pier View Way Bridges - Temporary Wooden Municipal Pier Access Structure (Two-Stage)

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LANE CLOSURES AT PACIFIC STREET TO COMPLETE UTILITY CONNECTIONS, NEW CURB AND GUTTER AND FINAL STREET FINISH AND STRIPING ARE SCHEDULED AT THE END OF THE CONSTRUCTION PHASE AND ARE OF LIMITED DURATION

PACIFIC ST.

43' - 5"

(E) POLICE SUBSTATION

(E) FACILITIES & RESTROOMS BLDG.

(E) SURFACE PARKING LOT "BETTY'S LOT"

CITY CONTR.

1

LIMIT OF WORK

(E) PAVILION

(E) PAVILION

BUILD AMPHITHEATER FIRST AND UTILIZE BANDSHELL AREA FOR CONSTRUCTION LAYDOWN AREA AND STORAGE.

EMERGENCY ACCESS IS MAINTAINED AT ALL TIMES DURING CONSTRUCTION ALONG THE STRAND

CLOSURES AT THE STRAND TO COMPLETE UNDERGROUND UTILITY INFRASTRUCTURE NEW CURB AND GUTTER AND FINAL PAVING FINISH ARE SCHEDULED AT THE END OF THE CONSTRUCTION PHASE AND ARE OF LIMITED DURATION

CLOSURES AT THE STRAND TO COMPLETE UNDERGROUND UTILITY INFRASTRUCTURE NEW CURB AND GUTTER AND FINAL PAVING FINISH ARE SCHEDULED AT THE END OF THE CONSTRUCTION PHASE AND ARE OF LIMITED DURATION.

ACCESS TO THE POLICE SUBSTATION, BEACH OPERATIONS CENTER, AND RESTROOMS BUILDING IS MAINTAINED THROUGHOUT CONSTRUCTION

TEMPORARY CLOSURE TO COMPLETE SLURRY COAT FINISH, NEW ADA PARKING STRIPING AND PATH OF TRAVEL IS SCHEDULED AT THE END OF THE CONSTRUCTION PHASE AND IS OF LIMITED DURATION.

LEGEND

- CONSTRUCTION AREA (SHORT TERM)
- FENCED CONSTRUCTION AREA
- TRUCK ROUTE
- CONSTRUCTION ACCESS
- 20' WIDE VEHICLE GATE
- 6' WIDE GATE
- CRANE PAD
- CONCRETE PUMP PAD
- COVERED WALKWAY
- FIRE ACCESS

SOURCE: Johnson Favaro, 2025

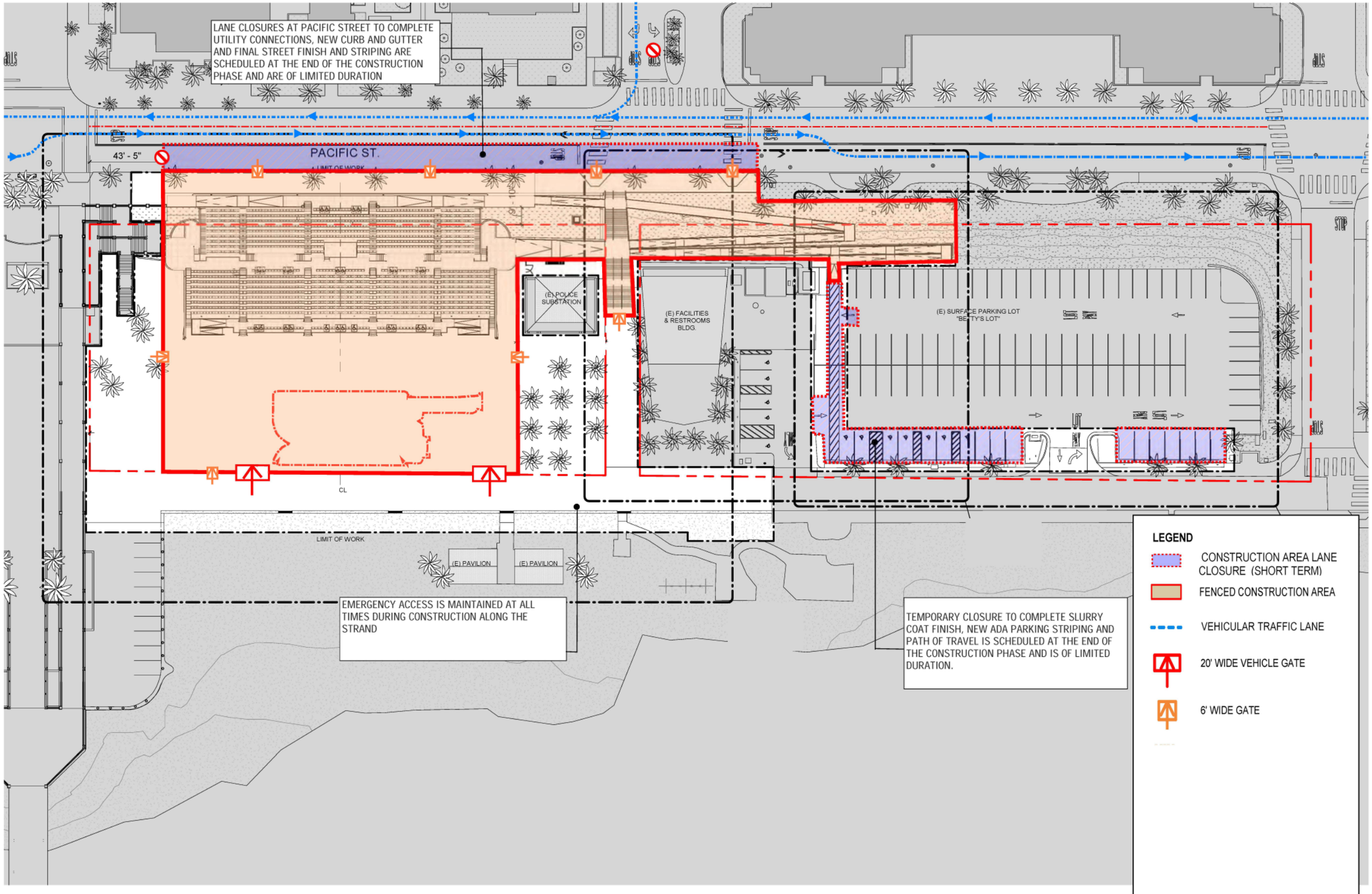
FIGURE 3-28.1

Junior Seau Amphitheater and Bandshell - Construction Site

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: Johnson Favaro, 2025

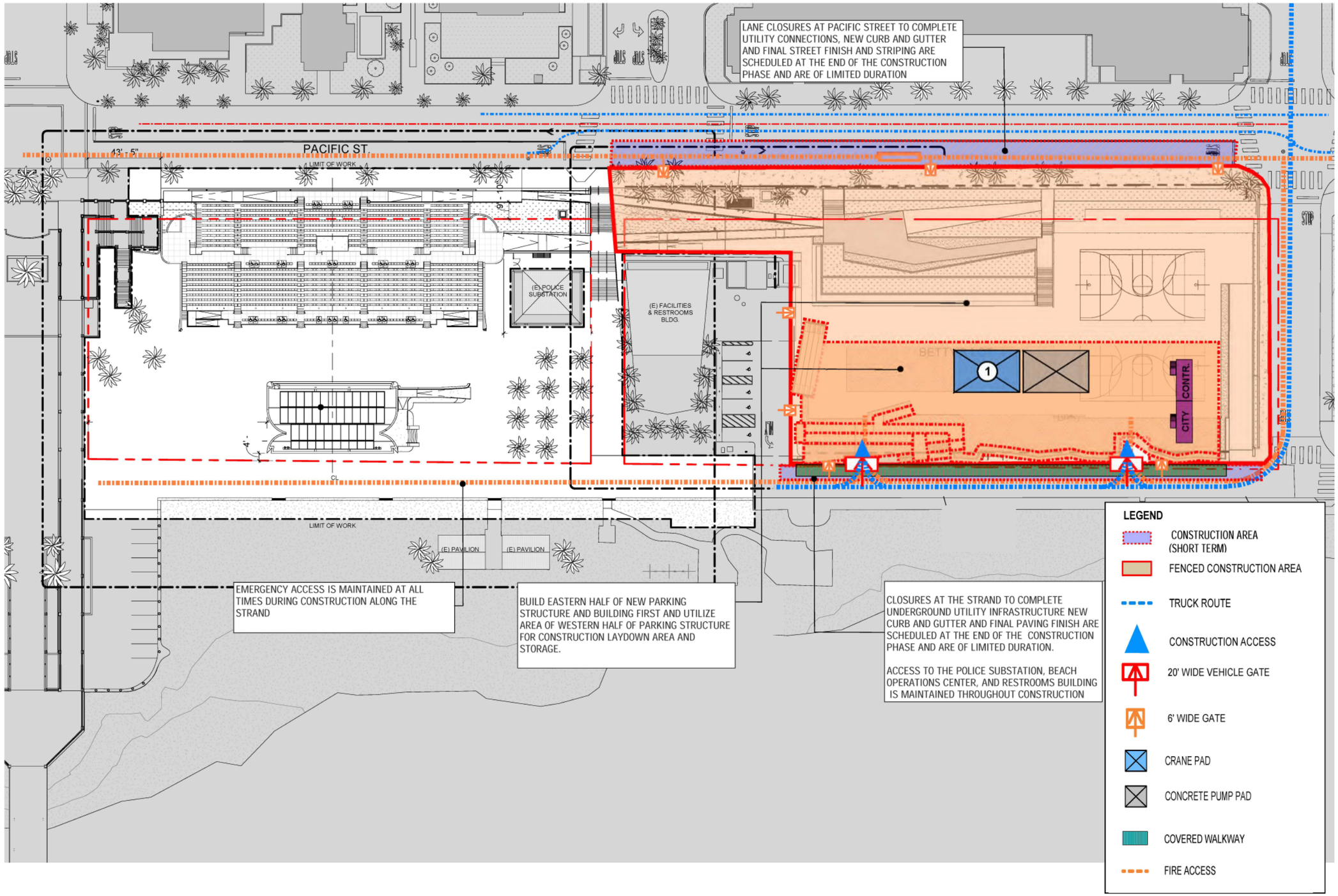
FIGURE 3-28.2

Junior Seau Amphitheater and Bandshell - Lane Closures

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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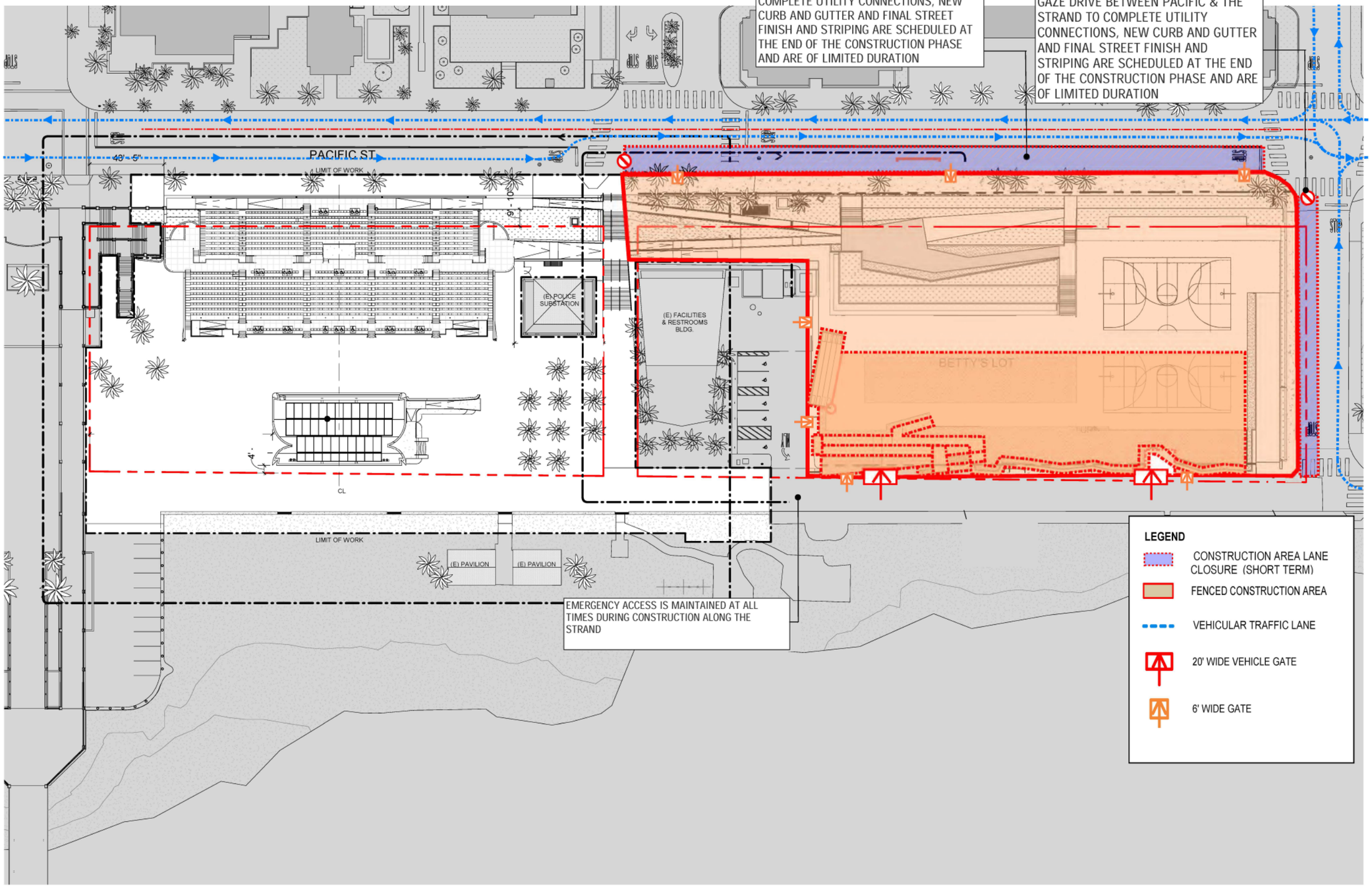
SOURCE: Johnson Favaro, 2025

FIGURE 3-29.1

Betty's Lot - Construction Site

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: Johnson Favaro, 2025

FIGURE 3-29.2

Betty's Lot - Lane Closures

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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4 Environmental Analysis

4.1 Aesthetics

This section describes the existing visual conditions, identifies associated regulatory requirements, and evaluates potential impacts related to aesthetics, related to implementation of the proposed Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II Project (Project).

4.1.1 Existing Conditions

Regional Setting

The Project site is located in the coastal zone of northern San Diego County, within the City of Oceanside (City). The City encompasses approximately 42 square miles and is bounded by the Pacific Ocean to the west, Camp Pendleton to the north, the City of Vista and County of San Diego to the east, and the City of Carlsbad to the south. The City has approximately 4 miles of shoreline, including a public marina, a 1,954-foot-long pier (Oceanside Municipal Pier), and public beaches (City of Oceanside 2024). Most of the City is developed; the western boundary of the City, where the Project is located, is the coastal area which includes extensive beaches, as well as the Oceanside Pier and Harbor. This coastal area provides for expansive views of scenic resources in all directions, including distant mountain ranges to the east.

Project Setting

The Project consists of four City owned facilities including the Pier View Way Bridges (Pier Bridges) and Lifeguard Headquarters, the Junior Seau Beach Community Center, the Junior Seau Amphitheater and Bandshell, and Betty's Lot/Parking Lot No. 30. Detailed descriptions of each of these features are provided in Chapter 3, Project Description, Sections 3.2.1–3.2.6. The Project site is located on the west side of North Pacific Street along the Pacific Ocean and Oceanside City Beach between Civic Center Drive and Parking Lot No. 28 to the north and 1st Street to the south (Figure 3-2A, Project Site, in Chapter 3). The Project site also contains a portion of The Strand which is the main thoroughfare along the Oceanside City Beach (beach); it is a paved two-way pedestrian and bicycle path, with restricted vehicular access, paralleling the beach and immediately west of the four referenced City owned facilities. A portion of The Strand crosses underneath the Pier Bridges and existing Lifeguard Headquarters.

The Project site is located within the Downtown District, Subdistrict 15 (D-15), consistent with the City's Zoning Ordinance. This subdistrict is intended to provide public facilities, public parks, open spaces, and other public oriented uses. According to the City's General Plan, the Project site is within the Downtown land use area, Redevelopment Project Area, and Coastal Zone per the City's Local Coastal Program. The Project site is approximately 0.76 miles west of the Interstate-5, the nearest major access-controlled highway.

The Project site was previously graded and is currently relatively flat at both the Strand level and street level. Elevations on site range from approximately 25 feet above mean sea level at Strand level to 40 feet above mean sea level at street level. The proposed Project site includes a disturbed coastal bluff, as well as parking lots and urban/developed land in the site's southeastern and southwestern areas. The coastal bluff, which separates the Strand-level and the street-level elevations, is primarily developed with several engineered retaining and drainage facilities and landscaped in line with its surrounding public facilities. The bluff landscaping consists of a variety of

non-native ornamental species supplemented with large cobble. The San Luis Rey River runs parallel in an east–west direction, 0.59 miles north of the Project site.

The areas surrounding the Project site are largely developed. Adjacent land uses include commercial properties to the east, commercial and residential properties to the north and south, and the Pacific Ocean to the north, south and west. The Oceanside Municipal Pier (wooden portion) is directly to the west of the Project site and connected to the Pier Bridges. Direct views of the Project site are available from adjacent commercial and residential properties as well as from the beach, The Strand, and the Oceanside Municipal Pier.

Scenic Vistas

A scenic vista is typically defined as a panoramic view or vista from an identified view/vista point, public road, public trail, public recreational area, or scenic highway. Potential scenic views from private properties are not under consideration in this analysis, as it is not required by the City or CEQA. The City of Oceanside General Plan Environmental Resource Management Element (City of Oceanside 2002a) identifies natural scenic open space as a valuable scenic resource that contributes to the visual landscape and should be preserved. Such resources include the Pacific Ocean, Buena Vista Lagoon, the San Luis Rey River, and Guajome Regional Park. The City's Local Coastal Plan (LCP) also protects visual resources by maintaining existing view corridors through public rights-of-way and states that the City's grid street system allows public views from several vantage points. Specifically, the east-west streets offer ocean views (City of Oceanside 1985). While there is no citywide inventory of scenic views, the LCP states that the City's important aesthetic resources include views of the Pacific Ocean, the San Luis Rey River, Buena Vista Lagoon, Oceanside Harbor, and Oceanside Pier (City of Oceanside 1985). Relative to the Project site, the Pacific Ocean and Oceanside Pier are immediately adjacent to the west; the Buena Vista Lagoon is approximately 2.2 miles southeast; the San Luis Rey River is approximately 0.6 miles northwest; and Guajome Regional Park is approximately 7.0 miles northeast of the Project site. For purposes of visual resource impact analysis of this section, it is conservatively assumed that the Pier View Way Bridges, which are integral to the Oceanside Pier, are also considered an aesthetic resource under the City's LCP.

Scenic Routes

According to the California Department of Transportation Scenic Highway Map, the Project site is not located adjacent to, or in the vicinity of, a designated state scenic highway (Caltrans 2024). The nearest officially designated state scenic highway, SR-52 as it travels adjacent to Mission Trails Regional Park (approximately from Santo Road in San Diego to Mast Boulevard in Santee), is located approximately 30 miles to the southeast of the Project site. Interstate 5, approximately 0.7 miles to the east of the Project site, and SR-76, approximately 0.5 miles to the northeast of the Project site, are the nearest eligible state scenic highways to the Project site, although they are not designated state scenic highways (Caltrans 2024). Due to distance, intervening terrain, landscaping, and existing development, the Project site is not visible from SR-52, Interstate 5, or SR-76.

Light and Glare

The Pier Bridges and Lifeguard Headquarters are currently illuminated by concrete light posts that are spaced along bridge decks and below it on The Strand level. Other existing Project facilities, along with The Strand, are also illuminated by existing light posts throughout the Project site. The Junior Seau Beach Community Center has recessed lights at its entrance with illuminate its entrance along with the adjacent plaza. Lighting in the immediate Project area consists of lighting associated with existing Project facilities, motorists from roadways in the vicinity, nearby commercial and residential uses, and the Oceanside Municipal Pier.

4.1.2 Regulatory Setting

State

California Scenic Highway Program

California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. A highway may be designated "scenic" depending on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes on the traveler's enjoyment of the view. When a city or county nominates an eligible scenic highway for official designation, it must identify and define the scenic corridor of the highway. The agency must also adopt ordinances to preserve the scenic quality of the corridor or document such regulations that already exist in various portions of local codes. These ordinances make up the Scenic Highway Program (Caltrans 2025). The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq. The California State Scenic Highway System Map includes a list of highways that are officially designated as scenic highways or eligible for designation as scenic highways.

California Coastal Act

The California Coastal Act (California Public Resources Code, Section 30000 et seq.) authorizes the state of California to regulate development within the state Coastal Zone, defined as the area between the seaward limits of the state's jurisdiction and 1,000 yards landward from the mean high tide line. In Oceanside, the coastal zone boundary generally encompasses the area east of the Pacific Ocean to the Coast Highway. While scenic resources are not specifically mentioned, Public Resources Code Section 30001.5 calls to: "protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources." Furthermore, Section 30251 of the California Coastal Act specifically addresses visual resources, stating that: "The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting."

California Building Standards Code

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

Local

City of Oceanside General Plan (2002)

The City of Oceanside General Plan does not include any specific elements related to aesthetics or visual resources. However, the City's General Plan Environmental Resources Management Element addresses visual resources by assessing the suitability of land for site development based on natural criteria, including slope, drainage, erosion hazard, shrink-swell behavior, and rockiness. In addition, the Environmental Resources Management Element identifies existing open space and scenic areas. An inventory of present open space and scenic areas are outlined in Figure ERM-8 and Table ERM-2 of this element. These include areas such as parks, schools with their adjacent playgrounds and athletic fields, golf courses, cemeteries, churches with extensive grounds, and visual elements such as the Pacific Ocean and Camp Pendleton. These areas are in the developed portions of the City. Two notable exceptions are the municipal golf course and Guajome Regional Park (City of Oceanside 2002a). The Project site is not identified on General Plan Table ERM-2 as a visual open space. Visual open space resources identified in the Environmental Resources Management Element are outlined below:

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

Environmental Resources Management Element

The City's General Plan Environmental Resources Management Element contains goals, policies, and objectives related to the preservation of natural resources and open spaces, including urban open spaces and areas that are preserved for their scenic value. The following Environmental Resources Management Element objective relates to aesthetics:

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

Land Use Element

The City's General Plan Land Use Element includes policies related to land use compatibility, neighborhood character, site design, and natural resource management (City of Oceanside 2002b). The Land Use Element addresses the relationship between development, community enhancement, and natural resource management. The General Plan Land Use Element contains the following goals, policies, and objectives related to aesthetics that are applicable to the Project:

Goal. The consistent and long-term preservation and improvement of the environment, values, aesthetics, character, and image of Oceanside as a safe, attractive, desirable, and well-balanced community.

Section 1.2 Site Design

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

A. The placement of all proposed structural components, landscaping, accessways, etc. shall be oriented on the site in such a manner to maximize:
   1. Interior building absorption and retention of solar energy during appropriate seasons and times of day, and the access to sunlight for potential solar energy collection; and
   2. The even circulation of natural breezes between and through all buildings; and
   3. The quality of view and vistas from the site to the surrounding environment; and
   4. The quality of views and vistas of the site from surrounding land uses; and
   5. The public safety by eliminating designs that may harbor or hide detrimental activities.

C. New development of land uses shall provide coordinated site design wherever possible with existing or proposed adjacent land uses to provide complimentary site design, unified circulation access, and joint use of ancillary facilities.

D. Street hardware including but not limited to:
   a. mailboxes or multiple box units (MBU's)
   b. bus shelters, bike racks, benches, etc.
   c. fire hydrants
   d. utility poles and boxes
   e. street lighting
   f. parking meters
   g. road signage
   h. and other ancillary facilities

   shall not detract, but shall enhance, the streetscape and adjoining land uses and community.

G. All developments shall design parking areas to maximize efficiency, safety, convenience, and open space.

Section 1.12 Land Use Compatibility

Objective. To minimize conflicts with adjacent or related land uses.

A. Adequate setbacks, buffering, and/or innovative site design shall be required for land uses that are contiguous to and incompatible with existing land uses.

B. The use of land shall not create negative visual impacts to surrounding land uses.

Section 1.23 Architecture

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

A. Architectural form, treatments, and materials shall serve to significantly improve on the visual image of the surrounding neighborhood.
B. Structures shall work in harmony with landscaping and adjacent urban and/or topographic form to create an attractive line, dimension, scale, and/or pattern.

Economic Development Element

The Economic Development Element is intended to establish, refine, and consolidate goals and policies that will inform future actions affecting the City's fiscal resources and the local economy. The Economic Development Element has a single policy that relates to aesthetics:

Policy EDE-1a-2. Encourage enhancement of the visual quality of the City, including quality design and expansion of the City's tree canopy, particularly at gateway locations and along commercial corridors where feasible.

City of Oceanside Municipal Code

Chapter 39 Light Pollution Regulations

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

City of Oceanside Zoning Ordinance

Part IV – Regulations Applying in All or Several Zoning Districts, Article 30: Site Regulations

This chapter of the City of Oceanside Zoning Ordinance contains land use and development regulations, other than parking, loading, and sign regulations, that are applicable to sites in all or several zoning districts. Section 3024(D), Performance Standards, Glare, provides development regulations regarding the amount of glass a building surface can utilize, outdoor lighting, and light intensity for properties within the Coastal Zone. According to this section, mirror or highly reflective glass shall not cover more than 20% of a building surface visible from a street unless an applicant submits information demonstrating to the satisfaction of the City hat use of such glass would not significantly increase glare visible from adjacent streets or pose a hazard for moving vehicles. For properties located in the Coastal Zone, glare from outdoor lighting shall be limited to the lowest light intensity (i.e., luminance,

measured in lux) necessary for safety; light wavelengths (i.e., frequency, measured in nanometers) that avoid, to the greatest extent feasible, white and blue wavelengths; and Kelvin (K) light temperatures in excess of 3,000K. According to this section, all lighting fixtures are required to incorporate, to the greatest extent feasible, the best visor and light direction technology to reduce light spillover, skyglow, and glare.

City of Oceanside Proposition A

Initiated through a general municipal election and approved by the City Council on April 9, 1986, Proposition A limits the height of new construction along The Strand from Wisconsin to Mira Mar to the "present elevation" of that portion of Pacific Street. The present elevation of Pacific Street adjacent to the Project site is approximately 30 feet.

Because the Project site is located along The Strand between these specified limits, it is subject to Proposition A height restrictions. Therefore, construction of any new improvements, structures, or buildings above elevation of Pacific Street would require another vote of the people and the City Council approval to amend or modify the Proposition.

4.1.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to aesthetics are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. For the purposes of this Project, a significant impact related to aesthetics would occur if the Project would:

1. Have a substantial adverse effect on a scenic vista.
2. Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
3. Substantially degrade the existing visual character or quality of 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, analysis is focused on whether the project would conflict with applicable zoning and other regulations governing scenic quality.
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.1.4 Impacts Analysis

Would the Project have a substantial adverse effect on a scenic vista?

A scenic vista is typically defined as a panoramic view or vista from an identified public view/vista point, public road, public trails, public recreational areas, or scenic highways. As described previously, potential scenic views from private properties are not considered scenic vistas or protected under CEQA. Neither the City's General Plan nor the Zoning Ordinance (or any other planning document) identifies scenic vistas. However, the City's General Plan and General Plan Update provides for the protection of scenic resources. Because the City does not identify specific scenic vistas, views of and from the Project and the corresponding scenic resources have been analyzed for the purposes of addressing this threshold.

Drawing from the visual resources listed above under the City's General Plan Environmental Resources Management Element and General Plan Update (Section 4.1.2, Regulatory Setting), the Pacific Ocean and Oceanside Municipal Pier are the only scenic resources adjacent to the Project site. Please refer to Figure 3-1, Project Location, which shows the Project location in relation to the Pacific Ocean and Oceanside Municipal Pier.

Public views of these resources are available from the Project area along the beach, The Strand, and North Pacific Street. The Project would consist of improvements to the following City owned facilities; the Pier View Way Bridges, Lifeguard Headquarters, Junior Seau Beach Community Center, Junior Seau Amphitheater and Bandshell, and potential future development of Betty's Lot/Parking Lot No. 30. These improvements, and their potential to impact public views of adjacent scenic resources (i.e., the Pacific Ocean and Oceanside Pier), are discussed specifically below. As outlined in Table 4.10-1 in Section 4.10, Land Use and Planning, of this draft programmatic environmental impact report (PEIR), Project implementation would not conflict with any of the City's General Plan or General Plan Update policies or goals, including designated visual open space resources listed in the Environmental Resource Management Element.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Pier View Way Bridges Design Option 2: Reconstruction

Reconstruction of the Pier Bridges would involve an in-kind replacement that maintains the look, feel, and character-defining features of the existing structure (Figures 3-5 and 3-6, Pier View Way Bridges – Preferred Design Option 2 – Reconstruction In-Kind/Existing Design). Consistent with the historic assessments conducted and due to the bridge's local designation as a historic resource, this design option would include new structural members (columns) that match the existing dimensions, to the extent feasible, while meeting current design codes. The location of the Pier Bridges would not change. The reconstruction of the Pier Bridges replicates existing views of and from the facility and would not block any existing views of the Pacific Ocean or Oceanside Municipal Pier from existing public vantage points. Because the Pier View Way Bridges would be reconstructed in-kind to match its existing dimensions, indirect and direct views of the Pacific Ocean and Oceanside Pier from the beach, The Strand, and North Pacific Street would continue to be available in the same extent as current conditions. Therefore, implementation of this Project improvement would not block existing views or public vantage points of visual resources identified in the City's General Plan and General Plan Update; this impact would be **less than significant**.

As described above in Section 4.1.1, Existing Conditions, the Pier View Way Bridges are conservatively considered a visual resource under the City's LCP for the purposes of this analysis; therefore, views of the Pier Bridges are considered scenic. In the context of these scenic views, from public viewpoints surrounding the Project site, the aesthetic of the Pier View Way Bridges structure has changed over its more than 95-year lifespan. The original surface was a finished grey concrete. Since then, a gunite coating was added around 1938 to protect the structure which has also been coated with white paint. The gunite coating dulled the sharp details of the original cast concrete structure. The original precast balustrades have also been coated and the metal pipe railings have been modified to meet code requirements. The original light fixtures with spherical globes have been replaced with newer acorn-shaped lights, and the elevated enclosed spaces on the northeast and southeast bridge balconies were originally used as public restrooms, with arched windows on the outside face. These original window opening were infilled around 1987 when the spaces were converted to storage. Figure 3-4, Pier View Way Bridges – Design Option 1 – Retrofit Column Design; Figure3-5; and Figure 3-6 provide a series of comparative photos that illustrate the original and current Pier View Way Bridges and each of the features described above.

As provided in the Project description, the original Pier View Way Bridges structure included a municipal dining room on the lower western end of the structure where the two bridges converge (Figure 3-5). In 1987, this space was infilled to become the current and ongoing Lifeguard Headquarters. A raised stage was originally located between the north and south Pier Bridges at the east end of the site. This location now houses a visitor serving leased

restaurant space. The Project proposes, through reconstruction and consistent with the original 1927 build of the Pier View Way Bridges, to replicate the structure's exterior finish and color from that time, including the grey concrete finish and color. Consistent with current codes and to the maximum extent practicable the Project will match or mimic the balustrades, railings, and light fixtures. The outside appearance of the enclosed spaces on the northeast and southeast Pier Bridge balconies will be replicated to match as best as possible the original aesthetic features. Therefore, implementation of Project through reconstruction would not result in significant changes of or impacts to existing visual resources and this impact would be **less than significant**.

Lifeguard Headquarters

As discussed in Section 3.2.2, Lifeguard Headquarters, the existing Lifeguard Headquarters is a coastal-dependent land use required for public health and safety. Its current location, as an integrated feature of the Pier Bridges, provides critical views and access to the shoreline and surrounding public areas. Since the Lifeguard Headquarters is limited in size and must stay within the 3,715 square foot historic shell configuration, a new proposed space layout and floor plan (Figure 3-7, Lifeguard Headquarters – Floor Plan Design Concept) would retain and optimize key interior space requirements to maintain essential operations and maximize public safety at the current location without exterior modifications or facility expansion. The Lifeguard Headquarters would be reconstructed on its original location to the west of The Strand. Because the Lifeguard Headquarters would be reconstructed to match its existing dimensions, indirect and direct views of the Pacific Ocean and Oceanside Municipal Pier from the beach, The Strand, and North Pacific Street would continue to be available in the same extent as current conditions. Therefore, implementation of this Project improvement would not block existing views or public vantage points of visual resources identified in the City's General Plan and General Plan Update; this impact would be **less than significant**.

Lifeguard Operations Building

To accommodate current and future Lifeguard Service needs a new Lifeguard Operations Building is proposed to supplement the Lifeguard Headquarters, consistent with space and programming needs. This facility is proposed to the east of The Strand; it would address Lifeguard Service growing safety services, space needs as well sea level rise concerns described in Section 3.2.8.1, Pier View Way Bridges. The new facility would also provide enhanced amenities, including a new public view deck.

Two design options are proposed for the new Lifeguard Operations Building; however, only one design option, Design Option 2, is advancing and is analyzed under this Draft PEIR. The design option would provide for, and enhance, the visitor-serving leased restaurant space and provide a raised public patio with additional community plaza space for visiting and enjoying these coastal facilities.

Under Design Option 2, Lifeguard Logistics spaces on the lower level would house beach and water rescue equipment and crafts, allowing the Lifeguards to store, protect, maintain, and easily access critical public safety equipment near the beach without further impacting the existing beach and water edge conditions. Schematic design/floor plans for the building options were developed to confirm each would accommodate the needs of the lifeguards from an existing and future service needs perspective (Figure 3-10, Lifeguard Operations Building – Preferred Design Option 2, and Figure 3-11, Lifeguard Operations Building – Preferred Design Option 2 – Schematic Cross-Section). A copy of schematic design plans is provided in the Design Plans and Basis of Design Report (Appendix N-2). The overall square footage is between approximately 7,500 and 7,800 square feet, with variations due to architectural considerations, use of enclosed balcony spaces, elevator, stair and hallway layouts, and column configuration of the existing bridges. The Lifeguard Operations Building would meet the lifeguard's service needs,

provide visitor-serving leased restaurant space, and address sea level rise. Key differences between the two options, and their potential impacts to views of the Pacific Ocean and Oceanside Pier, are discussed below.

The proposed Lifeguard Operations Building would encroach into the existing coastal bluff between the two Pier Bridges. Previous modification associated with the long-term landscape maintenance and management, along with the ongoing visitor serving restaurant operations have left the bluff face in a disturbed state with non-native vegetation (e.g., fan palms and bougainvillea) covering portions of the bluff face. The coastal bluff area between the two Pier Bridges is also obscured from view from the plaza area and views of the bluff looking down from the Pier Bridges and North Pacific Street are not a focal point with the key visual resources being dominated by the distant beach, Municipal Pier, and Pacific Ocean.

Design Option 2: Modified Three-Story Building

This design option proposes a new modified Three-Story Lifeguard Operations Building. In addition to supporting Lifeguard needs and providing visitor-serving leased restaurant space, this option would also provide an expanded view deck amenity at the North Pacific Street level, offering an enhanced view area for the public. This design option would utilize a modified third story that would not exceed the current elevation of North Pacific Street and would therefore be consistent with Proposition A. This design option would be integrated into pier bridges and the existing bluff/slope area toward North Pacific Street. This pier integration and encroachment into the bluff/slope area would allow for an enlarged plaza area at ground level. A reduced footprint of these new integrated buildings into the two Pier Bridge structures would provide more visibility of the bridge's interior elevations to the public. Schematic cross sections of the buildings are shown in Figure 3-11.

This design option would be constructed within the bluff/slope and integrated with the Pier Bridges. The improvements would be located east of The Strand and at/below street level. Therefore, this design option would not block existing indirect and direct views of the Pacific Ocean or Oceanside Municipal Pier from the beach, The Strand, or North Pacific Street. Additionally, implementation of this Project improvement would not block existing views or public vantage points of visual resources identified in the City's General Plan and General Plan Update. This design option would create additional open public space, in the form of an enlarged public plaza, at the Strand level that is currently developed with a commercial restaurant and associated seating. This amenity would offer a larger open space area at Strand-level and therefore improve public views of the Pacific Ocean, as well as views north and south along The Strand. Furthermore, as described above, the building would offer an enhanced viewing area, via a new public viewing deck between the two Pier Bridges and adjacent to North Pacific Street, thereby enhancing view of the Pacific Ocean and Oceanside Municipal Pier. For these reasons, this improvement would have a **beneficial** effect to views of scenic resources and would have **no impact**.

Community Plaza Area and Public Accommodations

The Project includes various improvements, as detailed below, to the existing community plaza area, located between the Pier Bridges and Junior Seau Beach Community Center (JSBCC) to the north and the Junior Seau Amphitheater and Bandshell to the south. These improvements and enhanced amenities, which are fully described in Section 3.6.6, Community Plaza Area, are intended to serve the community, increasing accessibility, and overall connectivity between features contained within the Project area. These improvements include ADA access to The Strand and the beach, a new public view deck, preservation of the visitor-serving leased commercial space, preservation and improvements to the existing public plaza, lighting, public art, and new landscaping.

Improved ADA access to The Strand and Beach would include a ramp on the northeast side of Pier Bridges as well as a ramp immediately north of the Lifeguard Headquarters. As described in Section 3.6.6 and provided above under discussions of design options, improvements to the Pier Bridges and Lifeguard Headquarters would be integrated into these respective structures and therefore would not have the potential to block views of scenic resources. Furthermore, the new public view deck and visitor-serving leased commercial space would also be integrated into and as part of the proposed Lifeguard Operations Building. As discussed above, the new public view deck would provide enhanced views of the Pacific Ocean and Oceanside Municipal Pier. The enhanced public plaza, which would include updated lighting and public art, would be larger. New landscaping would be intended to unify the coastal aesthetic of the various Project components. Landscaping would be designed to maximize circulation, open space, and flexible site use opportunities. For these reasons, improvements to the Community Plaza Area and Public Accommodations would have a **less-than-significant** impact on scenic resources.

Junior Seau Beach Community Center Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements

This design option proposes cosmetic and non-structural improvements to the JSBCC, including repair/replacement of floor, wall, ceiling and building finishes, new energy efficient glazing within existing building openings, new doors and door hardware and new building interior and exterior code required and building identification signage. The design option would also include code required ADA access improvements, including path of travel modifications to the building entrance and replacement of existing restrooms (Figure 3-13, Junior Seau Beach Community Center – Preferred Design Option 1, Renovation/Refurbishment, Minor Structural Improvements). Mechanical, plumbing and lighting systems may also require upgrade and new electrical service would need to be provided to the building in order to allow for removal of the existing sidewalk mounted transformer that blocks access to the building entrance and does not currently meet ADA access requirements.

The improvements proposed as part of Design Option 1 would be interior with limited exterior changes to non-building related features. This set of improvements would not result in significant changes to the exterior, massing, or location of the JSBCC, and existing views of the building and features would be retained. Therefore, indirect, and direct views of JSBCC and the Pacific Ocean and Oceanside Municipal Pier from the beach, The Strand, and North Pacific Street would continue to be available in the same context as current conditions. Implementation of this Project improvement would not block existing views or public vantage points of visual resources identified in the City's General Plan and General Plan Update; this impact would be **less than significant**.

Junior Seau Amphitheater and Bandshell

Junior Seau Amphitheater Design Option 3: Reduced Profile and Elevator Relocation

Under this design option, the reconstructed amphitheater would be similar in overall visual appearance retaining the existing sloped profile with the same general configuration, dimensions, and physical footprint. The new amphitheater would include 1,419 new bench seats and 26 wheelchair seats; 312 seats would also be accommodated at the Strand level between the amphitheater and bandshell. Wheelchair seating would be distributed throughout the facility as required by code and provide sight lines for wheelchair guests. An additional 13,638 square feet of floor area on two levels underneath the seating areas would include storage, event production space, a green room, dressing rooms, utility support rooms, and restrooms designed for events (Figures 3-18.1 and 3-18.2, Junior Seau Amphitheater – Preferred Design Option 3, Reduced Profile and Elevator Relocation). Massing of the amphitheater (Figure 3-18.2) would also be designed to retain the profile of the coastal bluff it abuts.

The proposed improvement would be located east of The Strand and at/below street level. Therefore, the structure would not block indirect and direct views of the Pacific Ocean and Oceanside Municipal Pier from the beach, The Strand, or North Pacific Street. Therefore, implementation of this Project improvement would not block existing views or public vantage points of visual resources identified in the City's General Plan and General Plan Update; this impact would be **less than significant**.

Junior Seau Bandshell Design Option 3: Reduced Height and Closed Bandshell (Complies with Proposition A)

The Project proposes to demolish and replace the existing Junior Seau Bandshell within the same current location with some modifications to the design and overall dimensions. The new Junior Seau Bandshell's dimension would include a total height of approximately 29 feet above the Strand level which represents an increase of approximately 5 feet above the existing bandshell's height. The width of the existing bandshell at approximately 45 feet with a stage depth of 32 feet would also be modified and is anticipated to have approximately 5 feet of additional width and depth. The final dimensions width and depth of the Junior Seau Bandshell would be subject to the Project's ongoing design development; however, any differences between the dimensions provided and those resulting from the design development processes would be negligible.

However, the proposed bandshell height increase to 29 feet would be below the elevation of North Pacific Street and would be consistent with Proposition A, as described in Section 4.1.2. Compliance with the height restrictions of Proposition A would ensure that the reconstructed bandshell would not significantly block coastal views of the Pacific Ocean. Furthermore, while the reconstructed bandshell would also present an increase in horizontal massing (width and depth), this increase, is considered negligible. Views of the Pacific Ocean and the Oceanside Municipal Pier would be partially blocked by the slight increase in height, width and depth from North Pacific Street; however, the Junior Seau Bandshell is an existing built feature in this viewshed and a modification or partial blocking of distant views because of the bandshell's dimensional change would be readily addressed by viewers ability to shift viewing locations easily to the north or south along North Pacific Street. Furthermore, the reconstructed bandshell would be located east of The Strand and the beach. For these reasons, the structure would not block indirect or direct views of the Pacific Ocean or Oceanside Municipal Pier from the beach or The Strand. While implementation of this Project improvement could partially block views of the Pacific Ocean and Oceanside Municipal Pier from North Pacific Street, based on the minor dimensional changes, this impact would be negligible and easily addressed by changing viewpoints along North Pacific Street. Additionally, the new Junior Seau Bandshell would not block existing views or public vantage points of visual resources identified in the City's General Plan and General Plan Update; this impact would be **less than significant**.

Alternative 2: Betty's Lot

Betty's Lot

Development of Betty's Lot (Figure 3-22, Betty's Lot – Existing Conditions) has been only studied as a long-range possibility for future enhancement and/or expansion of public facilities. Consideration of Betty's Lot as a site for improvements would require future conceptual design. Such programmatic design may include the following components: community recreation classrooms, changes to Strand-level parking spaces, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. These components are described in Section 3.4.2.1, Betty's Lot, to memorialize a potential suite of future design phase concepts and to inform this programmatic-level environmental assessment (Figure 23, Betty's Lot – Concept Design, Strand-Level Parking Structure [Alternative 2]; Figure 3-24, Betty's Lot – Concept Design, Mid-Level Park and Community Amenities

[Alternative 2]; and Figure 3-25, Betty's Lot – Concept Design, Street-Level Pedestrian Improvements [Alternative 2]). These components would require Project-level review once design details are further defined and confirmed. Therefore, a programmatic level assessment of these components potential to impact views of scenic resources is provided below.

Strand-Level Parking Structure

A parking structure is considered at Strand-level, at-grade, to maintain the existing number of parking spaces or increase the number of parking spaces. The structure would be open to the west side of Betty's Lot to the beach view and north toward the Beach Operations Center. This parking structure would allow for additional community space, park space, and amenities to be built on its roof.

The conceptual design of the parking structure is not anticipated to block views of the Pacific Ocean or Oceanside Municipal Pier from North Pacific Street because it would be located below street-level. While existing views from the eastern portion of Betty's lot at Strand-level may be blocked, the conceptual design of the parking structure would be open to the beach and the Pacific Ocean to the west. Therefore, users of the parking structure would still be presented views of the Pacific Ocean and Oceanside Municipal Pier as they enter and exit the parking structure. Furthermore, viewpoints impacted along the eastern portion of the existing Betty's lot would be replaced by new viewpoints on the mid-level park, discussed below. This design concept would address the City's General Plan Update policies that are intended to both: minimize parking footprint through innovative design (Policy 2-2) while also preserve public views of the Pacific Ocean (Policy 2-78). The conceptual design of the parking structure represents a creative approach to address both of these policies at a site that is used for parking and in close proximity to a visual resource. This design concept is not anticipated to block public views of the Pacific Ocean or Oceanside Municipal Pier from North Pacific Street or The Strand; it would transform a surface parking area to allow additional uses while still affording parkers views of the Pacific Ocean and Oceanside Pier. Therefore, this conceptual design and corresponding features of the parking structure would have a **less-than-significant** impact to views of existing scenic resources.

Mid-Level Park and Community Amenities

A new mid-level park would be made available as a result of the Strand-level parking structure. The conceptual design for this level includes community amenities and park space. New open park space, multipurpose courts, community recreation classrooms, storage, and site ramps and stairs connecting this level to the Strand level and North Pacific Street have been identified as future features necessary to provide movement between these facilities and to ensure ADA accessibility. A mid-level central open space area may be used for a variety of functions including as an event area or simply as a place to congregate for beachgoers.

The conceptual design of the mid-level park and associated community amenities is not anticipated to block views of the Pacific Ocean or Oceanside Municipal Pier from North Pacific Street because it would be located below street-level. This design concept is anticipated to create new elevated viewpoints of these resources that are currently not available at Betty's Lot. Similar to discussion of the parking structure design concept above, this design concept would address Policy 2-2 and Policy 2-78 of the City's General Plan Update that are intended to minimize parking footprint through innovative design and preserve public views of the Pacific Ocean, respectively. Furthermore, this design concept would align with Policy 2-79 which encourages the design of new public spaces to maximize views of the Pacific Ocean. For these reasons, this design concept is not anticipated to block public views of the Pacific Ocean or Oceanside Municipal Pier from North Pacific Street or The Strand. These design concepts, based on potential future Project level design and analysis would transform the Betty's Lot surface parking area, thereby

allowing for new community uses and the creation of new elevated viewpoints. Therefore, the conceptual design of the mid-level park and community amenities would have a **less-than-significant** impact to views of scenic resources.

Street-Level Pedestrian Improvements

As part of this design concept, stairs and ADA accessible site ramp would provide access from the mid-level park and amenities to and from the North Pacific Street. At street-level, new sidewalks and paths may be developed to improve connectivity and pedestrian safety.

This design concept would be integrated with the mid-level park and community amenities described above. As also noted above, the design concept would be located east of The Strand and at/below street level. Therefore, these features would not block indirect and direct views of the Pacific Ocean or Oceanside Municipal Pier from the beach, The Strand, or North Pacific Street which are defined as visual resources identified in the City's General Plan and General Plan Update. This design concept would address Policy 2-1 of the City's General Plan Update that is intended encourage design of buildings to engage the sidewalk and public realm. For these reasons, the conceptual design of the street-level pedestrian improvements would have a **less-than-significant** impact.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2, Existing Facilities. There would be no physical change to the environment under the no Project alternative. Therefore, **no impact** would occur.

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

The Project site is not located adjacent to, or in the vicinity of, a designated state scenic highway (Caltrans 2024). The nearest officially designated state scenic highway, SR-52 as it travels adjacent to Mission Trails Regional Park (approximately from Santo Road in San Diego to Mast Boulevard in Santee), is located approximately 30 miles to the southeast of the Project site. Interstate 5, approximately 0.7 miles to the east of the Project site, and SR-76, approximately 0.5 miles to the northeast of the Project site, are the nearest eligible state scenic highways to the Project site, although they are not designated state scenic highways (Caltrans 2024). Due to distance, intervening terrain, landscaping, and existing development, the Project site is not visible from SR-52, Interstate 5, or SR-76. Therefore, the Project would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, and **no impacts** would occur.

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

California Public Resources Code Section 21071 defines an "urbanized area" as "(a) an incorporated city that meets either of the following criteria: (1) has a population of at least 100,000 persons, or (2) has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." As of 2020, the City of Oceanside had an estimated population of 170,020 (U.S. Census Bureau 2024), which is well over the 100,000-person threshold. Thus, the City of Oceanside would be considered an urbanized area per CEQA. The Project must comply with applicable zoning and other

regulations governing scenic quality. A discussion of the Proposed Project-level design components (i.e., Pier Bridges, JSBCC, and Junior Seau Amphitheater and Bandshell) and their compliance with applicable zoning and other governing regulations related to scenic quality, is provided below.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

City of Oceanside Zoning Regulations

According to the City's Zoning Ordinance, the Project site is zoned D-15 – Downtown District, Subdistrict 15. Existing facilities on the Project site and their continued utilizations are consistent its underlying zoning designation. The Project site, which consists of four City owned public facilities, is surrounded by a mixture of downtown land uses and development as well as public open space. Adjacent land uses include commercial properties to the east, commercial and residential properties to the north and south, and the Pacific Ocean to the south and west; the Oceanside Municipal Pier (wooden portion) is directly to the west of the Project site. With the exception of Betty's Lot, which is a programmatic component of the Proposed Project discussed separately below, no changes to existing uses are proposed.

The Proposed Project would be consistent with the City's D-15 zoning designation for the Project site, subject to the Project obtaining entitlements from the City, specifically the Project would require a Development Plan and Coastal Permit to be approved by the City Council, with the California Coastal Commission issuing a Coastal Development Permit for proposed improvements within their original jurisdictional limits.

The Proposed Project would align with the specific purpose of the D-15 zoning designation, which per Article 12, Section 1210 of the City's Zoning Ordinance is intended to provide public facilities, public parks, open spaces, and other public oriented uses. Furthermore, as discussed above, the Project would continue existing uses that are allowed under Article 12, Section 1220, of the City's Zoning Ordinance. The Project would also be consistent with development regulations applicable to the D-15 zoning designation, outlined in Article 12, Sections 1230–1232 of the City's Zoning Ordinance. Development regulations that govern scenic quality include regulations related to criteria such as building height, setbacks, landscaping, floor area ratios, and open space requirements. The Project proposes to redevelop the Pier Bridges, JSBCC, and Junior Seau Amphitheater and Bandshell; as described under Impact 1 of this section, redevelopment of these facilities would occur at each of their corresponding existing locations. While modifications to these facilities massing and footprint is possible, these modifications would be consistent with the City's applicable development regulations under Article 12 of its Zoning Ordinance. Furthermore, the proposed architectural design, landscaping, and amenities, which are described in detail in Section 3.2 and Section 3.4, Project Alternatives, would be subject to review and approval by the City prior to Project development. The Proposed Project would not conflict with the City's D-15 land use and development regulations related to scenic quality; therefore, the impact would be **less than significant**.

City of Oceanside General Plan

Downtown Land Use Designation

The Project site has a land use designation of Downtown, which corresponds to its D-15 zoning designation. As outlined in Table 4.10-1 in Section 4.10 of this PEIR, the Project would be in conformance with all General Plan policies related to visual impacts, scenic quality, and site design, therefor **no impacts** would occur.

City of Oceanside Local Coastal Program

Coastal Zone

The City is currently updating the Local Coastal Program (LCP), and those updates are being developed consistent with California Coastal Act requirements to ensure local implementation of Coastal Act priorities, which include protection of coastal resources, preservation/enhancement of public access to the shoreline, and provision of adequate recreational amenities, visitor-serving commercial goods and services, and reasonably priced overnight accommodations. The City's current LCP was adopted in 1986, and over the past 31 years, the City's coastal zone has seen considerable change, necessitating a comprehensive LCP update that both acknowledges progress in achieving Coastal Act goals and addresses ongoing and emergent issues occasioned by changing physical conditions, evolving policies and regulations, and new information about coastal hazards. As the potential impacts of sea level rise and associated coastal hazards advance, the City has acknowledged the need to assess coastal facilities vulnerability to these phenomena and prepare adaptation strategies as part of the LCP updates.

As provided in the Regulatory Setting section, there are local and state regulations in place to preserve, protect, and enhance the quality of visual resources, especially in coastal environments. The scenic quality of visual resources in coastal areas are considered a resource of public importance, and approved development in these areas is to be sited and designed to protect those resources. The Project proposes to redevelop the Pier Bridges, JSBCC, and Junior Seau Amphitheater and Bandshell, and redevelopment of these facilities would occur at each of their corresponding existing locations. While modifications to these facilities massing and footprint is possible, these modifications would be minor and consistent with the protection and enhancement of visual resources. The Proposed Project has analyzed sea-level rise, including adaptation strategies as part of this vulnerability assessment. Furthermore, the proposed architectural design, landscaping, and amenities, which are described in detail in Section 3.2 and Section 3.4, would be subject to review and approval by the City prior to Project development. The Proposed Project would not conflict with the City's existing (1986) or ongoing LCP updates related to scenic quality; therefore, the impact would be **less than significant**.

California Coastal Act

As described in Section 4.1.2, the California Coastal Act aims to protect visual resources in Section 30251 which states that scenic and visual qualities of coastal areas shall be protected as a resource of public importance. The section states that permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas. The California Coastal Act also expresses that permitted development shall be visually compatible with the character of surrounding areas and that new development in highly scenic areas designated in the California Coastline Preservation and Recreation Plan shall be subordinate to the character of its setting.

Proposed Project improvements associated with Alternative 1, and their potential to impact public views of adjacent scenic resources (i.e., the Pacific Ocean and Oceanside Pier), are discussed specifically above under Threshold 1. Per that discussion, proposed improvements to and reconstruction of the Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell would not have significant impacts on views of scenic resources. These facilities would be improved or reconstructed to have similar massing and footprint as they do currently. As described above in more detail, the Pier View Way Bridges, Lifeguard Headquarters, and Junior Seau Amphitheater would be reconstructed to match their existing dimensions at their current locations; therefore, views would continue to be available in the same extent as current conditions. The Lifeguard Operations Building would be located east of The Strand and at/below street level. Therefore, the building would not block indirect and direct

views. The building would include an enhanced public seating area at Strand-level that would improve access to existing public views of the Pacific Ocean. Improvements proposed to the JSBCC would be interior with limited exterior changes to non-structural related features, thereby not impacting existing views. While the reconstructed Junior Seau Bandshell would present an increase in massing, this increase, is considered negligible. For these reasons, the Project would not significantly impact views, consistent with the California Coastal Act.

The Project would be visually compatible with the character of surrounding area. As discussed above, while modifications to these facilities massing and footprint is possible, these modifications would be consistent with the City's applicable development regulations under Article 12 of its Zoning Ordinance. Furthermore, the proposed architectural design, landscaping, and amenities, which are described in detail in Section 3.4.1, Alternative 1, would be subject to review and approval by the City prior to Project development. Finally, the Project is not located in an area designed as "highly scenic" in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation. For these reasons, the Proposed Project is consistent with California Coastal Act regulations related to visual quality and impacts would be **less than significant.**

Alternative 2: Betty's Lot

Betty's Lot

As mentioned above, development of Betty's Lot (Figure 3-22) has been only studied as a long-range possibility. Consideration of Betty's Lot as a site for improvements would require future project level design. For the Proposed Project, the programmatic design elements include community recreation classrooms, Strand-level parking spaces, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. These components are described in Section 3.4.2, Alternative 2, to memorialize a potential suite of future design phase concepts to inform a program-level environmental assessment (Figures 3-23 through 3-25). Therefore, a programmatic level assessment of these improvement's potential to conform with applicable zoning and other regulations governing scenic quality is provided.

The City would use this PEIR and future design plans of the Betty's Lot improvements in its decision to approve or deny the required discretionary permits for the Betty's Lot. Once further developed, the City would review design plans of the future Betty's Lot improvements for their compliance with its applicable D-15 zoning district land use and development regulations, as well as its General Plan Policies and LCP related to scenic quality. As part of this future discretionary review, the City would be able provide design direction and conditions of approval to ensure the future Betty's Lot improvements would be compliant with their zoning regulations and General Plan policies. With City approval of the required discretionary permits for these improvements, the Project would not result in any zoning ordinance or general plan conflicts that would lead to significant scenic quality impacts. For these reasons analyzed above, impacts are determined to be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2. Consistent with Section 3.3.2, Project Objectives, most of the Project objectives associated with preserving, restoring, reconstructing, and enhancing the City's existing coastal facilities would not be fulfilled. If the proposed improvements to these coastal public facilities are not implemented, the City's ongoing maintenance and damage management efforts would continue. The existing issues with long-term durability, functionality, and seismic safety would continue unabated, potentially resulting in the need to reevaluate

continued investment and utilization. Additionally, given the age of these facilities the City would see an increase in overall maintenance costs to maintain the facilities visual appearance, and may be required to assess the potential need for closure of all or major portions of these facilities due to public safety concerns. While there could some physical change to the environment under the no Project alternative, those potential changes would still receive some measure of maintenance and upkeep, and impacts would therefore be **less than significant**.

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

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Lighting in the immediate Project area consists of lighting associated with existing Project facilities, motorists from roadways in the vicinity, nearby commercial and residential uses, and the Oceanside Municipal Pier. The Pier Bridges and Lifeguard Headquarters are currently illuminated by concrete light posts that are spaced along bridge decks and below it on The Strand level. Other existing facilities, along with The Strand, are also illuminated by existing light posts throughout the Project site. The JSBCC has recessed lights at its entrance which illuminate its entrance along with the adjacent plaza. The Junior Seau Amphitheater and Bandshell are also lit by existing permanent and temporary lights that illuminate both the seating areas, stage, and surrounding areas for events.

Consistent with the Oceanside Beachfront Draft Conceptual Lighting Plan (Appendix D), the Project proposes to replace existing lighting on site with either updated or all new fixtures. New lighting on site would be consistent with both the illumination objectives for the location and the associated uses. These upgraded or new lighting systems ensure adequate illumination along the Project site walkways and façade along and around the JSBCC, Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Operations Building, Community Plaza, and The Strand. New lighting would also be provided for the Junior Seau Amphitheater and Bandshell, along with lighting to complement the surrounding landscaping. As reflected in the Conceptual Lighting Plan, the updated and new lighting would also address existing issues with areas that are over illuminated and/or spill out into the adjacent properties. The updated and new lighting would be implemented and used consistent with the City Light Pollution Ordinance, including light typologies and illuminations.

Although the Proposed Project would result in new sources of light in the area, particularly at the proposed Lifeguard Headquarters and Lifeguard Operations Building, these new lighting sources would be in replacement of existing lighting and would be implemented consistent with current codes. The Project site is in an urbanized area and is surrounded by existing development with existing sources of day and nighttime lighting. Additionally, Project lighting features would consist of energy-efficient lighting that would be fully shielded and directed downward to minimize light trespass onto surrounding properties, as all outdoor lighting must meet requirements outlined in Chapter 39 of the City Municipal Code (light pollution ordinance) requiring appropriate shielding of outdoor lighting. Exterior lighting would be turned off during daylight hours.

Furthermore, the Project would be required to comply with light pollution reduction requirements outlined in Title 24, Part 11 of the 2022 California Green Building Standards Code (CALGreen). Through compliance with the City Municipal Code and CALGreen, proposed outdoor lighting would not create a new source of substantial light that would adversely affect day or nighttime views.

Per Section 6.25 of the City's Municipal Code, construction activities are prohibited between the hours of 7:00 p.m. and 7:00 a.m. Monday through Saturday. Construction activities are prohibited on Sundays and all federal holidays. Therefore, construction would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur during evening hours. Construction-related lighting, if any, would be of limited duration, would be shaded to limit light spill as required by City codes, and would not create a new source of substantial light that would adversely affect nighttime views in the area.

Compliance with the City's Municipal Code would restrict nighttime light pollution and light trespass on adjacent properties. Therefore, new sources of day or nighttime lighting associated with the Project would not be considered substantial.

Implementation of the Proposed Project would include the application of new exterior finishes to existing and replaced structures, including the: Pier Bridges, Lifeguard Operations Building, Lifeguard Headquarters, JSBCC, and Junior Seau Amphitheater and Bandshell. However, with the exception of the Lifeguard Operations Building and JSBCC, these structures would not introduce any materials or finishes that could introduce new sources of glare, such as metallic finishes or glazing. Both design options of the proposed Lifeguard Operations Building would incorporate glass materials into the Project design to provide transparency for the commercially leased space and various lifeguard operations areas. Glass glazing requirements for the Project would be outlined in the Project plan set to be approved by the City. The JSBCC would replace existing single pane windows with double pane windows. All glass used would comply with the requirements of state and local codes and the U.S. Product Safety Commission's Safety Standards for Architectural Glazing Materials. The proposed Project would not include large walls or expanses of glass or other highly reflective materials that would result in glare that would adversely affect views toward and across the site during daytime hours. Further, the Project would be landscaped at the Strand level, which would further minimize the potential for any glare generated by the Lifeguard Operations Building. Project design and lighting would also be compliant with performance standards listed in Section 3024(D) of the City's Zoning Ordinance which regulate the amount of glass a building surface can utilize, outdoor lighting, and light intensity for properties within the Coastal Zone; see Section 4.1.2 for details of these performance standards.

For these reasons, the Proposed Project would not create any new sources of substantial light or glare that would adversely affect day or nighttime views in the area. Through compliance with the City's Municipal Code, Zoning Ordinance, and CALGreen Building Standards which will be required as a condition of Project approval, impacts related to light and glare would be **less than significant**.

Alternative 2: Betty's Lot

Betty's Lot

As mentioned above, development of Betty's Lot (Figure 3-22) has been only studied as a long-range possibility. Consideration of Betty's Lot as a site for improvements would require future conceptual design. Such programmatic design may include the following components: community recreation classrooms, Strand-level parking spaces, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. These components are described in Section 3.4.2 to memorialize a potential suite of future design phase concepts to inform program-level environmental assessment (Figures 3-23 through 3-25). Therefore, a programmatic level assessment of these improvement's potential lighting and glare impacts is provided.

The City would use this PEIR and future design plans of the Betty's Lot improvements in its decision to approve or deny the required discretionary permits for the Betty's Lot. Once further developed, the City would review design

plans of the future Betty's Lot improvements for their potential lighting and glare impacts; during this review, the proposed Betty's Lot improvements would be reviewed for compliance with the City's along with their compliance the City's Municipal Code and CALGreen regulations related to lighting and glare. As part of this future discretionary review, the City would be able provide design direction and conditions of approval to ensure the future Betty's Lot improvements would be compliant with these regulations. With City approval of the required discretionary permits for these improvements, the Project would not result in significant impacts related to lighting or glare. For these reasons analyzed above, impacts are determined to be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2. There would be no physical change to the environment under the no Project alternative. Therefore, **no impact** would occur.

4.1.5 Mitigation Measures

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

4.1.6 Level of Significance After Mitigation

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

4.2 Air Quality

This section describes the existing air quality conditions, identifies associated regulatory requirements, evaluates potential impacts, and establishes mitigation measures related to implementation of the proposed Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II Project (Project). The following analysis is based on the Air Quality and Greenhouse Gas Emissions Technical Report prepared by Dudek in October 2025, which is included as Appendix E to this environmental impact report (EIR).

4.2.1 Existing Conditions

Environmental Setting

The Project site is located within the San Diego Air Basin (SDAB) and is subject to the San Diego County Air Pollution Control District (SDAPCD) guidelines and regulations. The SDAB is 1 of 15 air basins that geographically divide the State of California. The SDAB lies in the southwest corner of California. The SDAB comprises the entire San Diego region and covers approximately 4,260 square miles, as provided in the Air Quality and Greenhouse Gas Emissions Technical Report (Appendix E).

Climate and Topography

The weather of the San Diego region, as in most of Southern California, is influenced by the Pacific Ocean and its semi-permanent high-pressure systems that result in dry, warm summers and mild, occasionally wet winters. The average temperature ranges (in degrees Fahrenheit) from the mid-40s to the high 90s. Most of the region's precipitation falls from November to April, with infrequent (approximately 10%) precipitation during the summer. The average seasonal precipitation along the coast is approximately 10 inches; the amount increases with elevation as moist air is lifted over the mountains (Appendix E). This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds.

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

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

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

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

Air Pollution Climatology

The SDAB is currently classified as a federal nonattainment area for 8-hour ozone (O_3) and a state nonattainment area for coarse particulate matter (particulate matter less than or equal to 10 microns in diameter; PM_{10}), fine particulate matter (particulate matter less than or equal to 2.5 microns in diameter; $PM_{2.5}$), and 1-hour O_3.

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

Light daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland, toward the mountains. During the fall and winter, air quality problems are created due to carbon monoxide (CO) and oxides of nitrogen (NO_x) emissions. CO concentrations are generally higher in the morning and late evening. In the morning, CO levels are elevated due to cold temperatures and the large number of motor vehicles traveling. Higher CO levels during the late evenings are a result of stagnant atmospheric conditions trapping CO in the area. Since CO is produced almost entirely from automobiles, the highest CO concentrations in the SDAB are associated with heavy traffic. Nitrogen dioxide (NO_2) levels are also generally higher during fall and winter days when O_3 concentrations are lower.

Sensitive Receptors

Air quality varies as a direct function of the amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. Air quality problems arise when the rate of pollutant emissions exceeds the rate of dispersion.

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. According to the SDAPCD, sensitive receptors are those who are especially susceptible to adverse health effects from exposure to TACs, such as children, older adults, and people who are ill. Sensitive receptors include residences, schools (kindergarten through 12 grades), libraries, day care centers, nursing homes, retirement homes, health clinics, and hospitals within 2 kilometers of the source (SDAPCD 2022). People who are considered sensitive receptors may experience reduced visibility, eye irritation, and adverse health impacts, which are the most serious hazards of existing air quality conditions in the area. The closest sensitive receptors to the Project site are multifamily residences adjacent to the Project site along North Pacific Street to the north and east.

Pollutants and Effects

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. The federal and state standards have been set, with an adequate margin of safety, at levels above which concentrations could be harmful

to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include O_3, NO_2, CO, sulfur dioxide (SO_2), PM_{10}, $PM_{2.5}$, and lead. These pollutants, as well as toxic air contaminants (TACs), are discussed in this section. In California, sulfates, vinyl chloride, hydrogen sulfide, and visibility-reducing particles are also regulated as criteria air pollutants.

Criteria Air Pollutants

Ozone. O_3 is a highly oxidative unstable gas capable of damaging the linings of the respiratory tract. This pollutant forms in the atmosphere through reactions between chemicals directly emitted from vehicles, industrial plants, and many other sources. Exposure to ozone above ambient air quality standards can lead to human health effects such as lung inflammation, tissue damage, and impaired lung functioning. Ozone can also damage materials such as rubber, fabrics, and plastics.

Nitrogen Dioxide. NO_2 is a reactive, oxidizing gas capable of damaging cells lining the respiratory tract and is one of the nitrogen oxides emitted from high-temperature combustion, such as those occurring in trucks, cars, power plants, home heaters, and gas stoves. In the presence of other air contaminants, NO_2 is usually visible as a reddish-brown air layer over urban areas. NO_2 along with other traffic-related pollutants is associated with respiratory symptoms, respiratory illness and respiratory impairment. Studies in animals have reported biochemical, structural, and cellular changes in the lung when exposed to NO_2 above the level of the current state air quality standard. Clinical studies of human subjects suggest that NO_2 exposure to levels near the current standard may worsen the effect of allergens in allergic asthmatics, especially in children.

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

Sulfur Dioxide. SO_2 is a gaseous compound of sulfur and oxygen and is formed when sulfur-containing fuel is burned by mobile sources, such as locomotives, ships, and off-road diesel equipment. SO_2 is also emitted from several industrial processes, such as petroleum refining and metal processing. Effects from SO_2 exposures at levels near the 1-hour standard include bronchoconstriction accompanied by symptoms, which may include wheezing, shortness of breath, and chest tightness, especially during exercise or physical activity. Children, the elderly, and people with asthma, cardiovascular disease, or chronic lung disease (such as bronchitis or emphysema) are most susceptible to these symptoms. Continued exposure at elevated levels of SO_2 results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality.

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

Lead. Lead is a potent neurotoxin that accumulates in soft tissues and bone over time. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Because lead is only slowly excreted, exposures to small amounts of lead from a variety of sources can accumulate to harmful

levels. Effects from inhalation of lead near the level of the ambient air quality standard include impaired blood formation and nerve conduction. Lead can adversely affect the nervous, reproductive, digestive, immune, and blood-forming systems. Symptoms can include fatigue, anxiety, short-term memory loss, depression, weakness in the extremities, and learning disabilities in children.

Volatile Organic Compounds. Hydrocarbons are organic gases that are formed from hydrogen and carbon and sometimes other elements. Hydrocarbons that contribute to formation of O_3 are referred to and regulated as volatile organic compounds (VOCs), also referred to as reactive organic gases. Combustion engine exhaust, oil refineries, and fossil-fueled power plants are the sources of hydrocarbons. Other sources of hydrocarbons include evaporation from petroleum fuels, solvents, dry-cleaning solutions, and paint.

The primary health effects of VOCs result from the formation of O_3 and its related health effects. High levels of VOCs in the atmosphere can interfere with oxygen intake by reducing the amount of available oxygen through displacement. Carcinogenic forms of hydrocarbons, such as benzene, are considered TACs.

Non-Criteria Air Pollutants

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

Diesel Particulate Matter (DPM). DPM is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases, gas and particle, both of which contribute to health risks. More than 90% of DPM is less than 1 micrometer in diameter (about 1/70 the diameter of a human hair), and thus is a subset of $PM_{2.5}$. DPM is typically composed of carbon particles (“soot,” also called black carbon) and numerous organic compounds, including over 40 known cancer-causing organic substances. Examples of these chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene (Appendix E).

Odorous Compounds. Odors are generally regarded as an annoyance rather than a health hazard. Manifestations of a person’s reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting and headache). The ability to detect odors varies considerably among the population and overall is quite subjective. People may have different reactions to the same odor. An odor that is offensive to one person may be perfectly acceptable to another (e.g., coffee roaster). An unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. In a phenomenon known as odor fatigue, a person can become desensitized to almost any odor, and recognition may only occur with an alteration in the intensity. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors.

Valley Fever. Coccidioidomycosis, more commonly known as “Valley Fever,” is an infection caused by inhalation of the spores of the *Coccidioides immitis* fungus, which grows in the soils of the southwestern United States. The ecologic factors that appear to be most conducive to survival and replication of the spores are high summer

temperatures, mild winters, sparse rainfall, and alkaline, sandy soils. San Diego County is not considered a highly endemic region for Valley Fever because it has 12.7 cases per 100,000 people (Appendix E). In the zip code area of the Project site (92054), the case rate was reported to be even lower, reported as 4.9 cases per 100,000 people (Appendix E). In contrast, the most recent CDPH data from 2022 indicates that the statewide annual incident rate was 19.1 per 100,000 people.

4.2.2 Regulatory Setting

Federal

Criteria Pollutants

The federal Clean Air Act (CAA), passed in 1970 and last amended in 1990, forms the basis for the national air pollution control effort. The U.S. Environmental Protection Agency (EPA) is responsible for implementing most aspects of the CAA, including the setting of National Ambient Air Quality Standards (NAAQS) for major air pollutants, hazardous air pollutant (HAP) standards, approval of state attainment plans, motor vehicle emission standards, stationary source emission standards and permits, acid rain control measures, stratospheric O_3 protection, and enforcement provisions.

NAAQS are established by the EPA for "criteria pollutants" under the CAA, which are O_3, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. The NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The CAA requires the EPA to reassess the NAAQS at least every 5 years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare a state implementation plan (SIP) that demonstrates how those areas will attain the standards within mandated time frames.

Hazardous Air Pollutants

The 1977 CAA Amendments required the EPA to identify national emission standards for hazardous air pollutants to protect the public health and welfare. HAPs include certain volatile organic chemicals, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 CAA Amendments, which expanded the control program for HAPs, 189 substances and chemical families were identified as HAPs.

State

Criteria Pollutants

The California Clean Air Act was adopted in 1988 and establishes the state's air quality goals, planning mechanisms, regulatory strategies, and standards of progress. Under the California Clean Air Act, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB is responsible for ensuring implementation of the California Clean Air Act, responding to the CAA, and regulating emissions from motor vehicles and consumer products. Pursuant to the authority granted to it, CARB has established California Ambient Air Quality Standards (CAAQS), which are generally more restrictive than the NAAQS.

An air quality standard defines the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without any harmful effects on people or the environment. The CAAQS describes adverse conditions; therefore, monitored ambient air quality concentrations must be below these standards before a basin can demonstrate attainment. Air quality is considered "in attainment" if pollutant levels are continuously below the CAAQS and violate the standards no more than once each year. The CAAQS for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, PM_{10}, $PM_{2.5}$, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded.

Table 4.2-1 identifies both the NAAQS and CAAQS. The additional contaminants as regulated by the CAAQS are defined below.

Visibility-Reducing Particles. Visibility-reducing particles are any particles in the air that obstruct the range of visibility. Effects of reduced visibility can include obscuring the viewshed of natural scenery, reducing airport safety, and discouraging tourism. Sources of visibility-reducing particles are the same as for $PM_{2.5}$.

Sulfates. Salts of sulfuric acid. Sulfates are the fully oxidized form of sulfur, which typically occur in combination with metals or hydrogen ions. Sulfates are produced from reactions of SO_2 in the atmosphere and can result in respiratory impairment, as well as reduced visibility. Sulfates occur as microscopic particles (aerosols) resulting from fossil fuel and biomass combustion. They increase the acidity of the atmosphere and form acid rain.

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

Vinyl Chloride. Vinyl chloride is a colorless gas with a mild, sweet odor, which has been detected near landfills, sewage plants, and hazardous waste sites, due to the microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in air can cause nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure through inhalation can cause liver damage, including liver cancer.

Table 4.2-1. Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[a]	National Standards[b]	
		Concentration[c]	Primary[c,d]	Secondary[c,e]
O_3	1 hour	0.09 ppm (180 µg/m³)	—	Same as Primary Standard[f]
	8 hours	0.070 ppm (137 µg/m³)	0.070 ppm (137 µg/m³)[f]	
NO_2[g]	1 hour	0.18 ppm (339 µg/m³)	0.100 ppm (188 µg/m³)	Same as Primary Standard
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)	0.053 ppm (100 µg/m³)	
CO	1 hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)	None
	8 hours	9.0 ppm (10 mg/m³)	9 ppm (10 mg/m³)	
SO_2[h]	1 hour	0.25 ppm (655 µg/m³)	0.075 ppm (196 µg/m³)	—
	3 hours	—	—	0.5 ppm (1,300 µg/m³)

Table 4.2-1. Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[a]	National Standards[b]	
		Concentration[c]	Primary[c,d]	Secondary[c,e]
	24 hours	0.04 ppm (105 µg/m³)	0.14 ppm (for certain areas)[g]	—
	Annual	—	0.030 ppm (for certain areas)[g]	—
PM_{10}[i]	24 hours	50 µg/m³	150 µg/m³	Same as Primary Standard
	Annual Arithmetic Mean	20 µg/m³	—	
$PM_{2.5}$[i]	24 hours	—	35 µg/m³	Same as Primary Standard
	Annual Arithmetic Mean	12 µg/m³	12.0 µg/m³	15.0 µg/m³
Lead[j,k]	30-day Average	1.5 µg/m³	—	—
	Calendar Quarter	—	1.5 µg/m³ (for certain areas)[k]	Same as Primary Standard
	Rolling 3-Month Average	—	0.15 µg/m³	
Hydrogen sulfide	1 hour	0.03 ppm (42 µg/m³)	—	—
Vinyl chloride[j]	24 hours	0.01 ppm (26 µg/m³)	—	—
Sulfates	24- hours	25 µg/m³	—	—
Visibility reducing particles	8 hour (10:00 a.m. to 6:00 p.m. PST)	Insufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70%	—	—

Source: CARB 2024a, EPA 2024a.

Notes: O_3 = ozone; ppm = parts per million by volume; µg/m³ = micrograms per cubic meter; NO_2 = nitrogen dioxide; CO = carbon monoxide; mg/m³= milligrams per cubic meter; SO_2 = sulfur dioxide; PM_{10} = particulate matter with an aerodynamic diameter less than or equal to 10 microns; $PM_{2.5}$ = particulate matter with an aerodynamic diameter less than or equal to 2.5 microns.

[a] California standards for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, suspended particulate matter (PM_{10}, $PM_{2.5}$), and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California Ambient Air Quality Standards (CAAQS) are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations (CCR).

[b] National standards (other than O_3, NO_2, SO_2, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once per year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than 1. For $PM_{2.5}$, the 24-hour standard is attained when 98% of the daily concentrations, averaged over 3 years, are equal to or less than the standard.

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

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

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

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

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

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

[i] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 μg/m³ to 12.0 μg/m³. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 μg/m³, as was the annual secondary standard of 15 μg/m³. The existing 24-hour PM_{10} standards (primary and secondary) of 150 μg/m³ were also retained. The form of the annual primary and secondary standards is the annual mean averaged over 3 years.

[j] CARB has identified lead and vinyl chloride as TACs with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[k] The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 μg/m³ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

Toxic Air Contaminants

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

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

California Health and Safety Code Section 41700

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

Local

San Diego Air Pollution Control District

While CARB is responsible for the regulation of mobile emission sources within the state, local air quality management districts and air pollution control districts are responsible for enforcing standards and regulating stationary sources. The proposed Project area is located within the SDAB and is subject to the guidelines and regulations of the SDAPCD.

In the County, O_3 and particulate matter are the pollutants of main concern since exceedances of state ambient air quality standards for those pollutants have been observed in most years. For this reason, the SDAB has been designated as a nonattainment area for the state PM10, PM2.5, and O_3 standards. The SDAB is also a federal O_3 attainment (maintenance) area for 1997 8-hour O_3 standard, an O_3 nonattainment area for the 2008 8-hour O_3 standard, and a CO maintenance area (western and central part of the SDAB only, including the proposed Project area).

Federal Attainment Plans

In December 2016, the SDAPCD adopted an update to the Eight-Hour Ozone Attainment Plan for San Diego County (2008 O_3 NAAQS), which indicated that local controls and state programs would allow the region to reach attainment of the federal 8-hour O_3 standard (1997 O_3 NAAQS) by 2018 (SDAPCD 2016a). In this plan, SDAPCD relies on the Regional Air Quality Strategy (RAQS) to demonstrate how the region will comply with the federal O_3 standard. The RAQS details how the region will manage and reduce O_3 precursors (NO_x and VOCs) by identifying measures and regulations intended to reduce these pollutants. The control measures identified in the RAQS generally focus on stationary sources; however, the emissions inventories and projections in the RAQS address all potential sources, including those under the authority of CARB and EPA. Incentive programs for reduction of emissions from heavy-duty diesel vehicles, off-road equipment, and school buses are also established in the RAQS.

In January 2021, CARB submitted for EPA's consideration the revised California SIP. On July 12, 2021, the San Diego 2020 RAQS was found complete by EPA. As discussed in the 2020 RAQS, the results of modeling and weight of evidence analyses provide persuasive support to the conclusion that the emission control measures defined in the plan are sufficient to continue reducing O_3 concentrations throughout the County to the level of the 2008 O_3 NAAQS by the conclusion of the 2026 O_3 season, and to the level of the 2015 O_3 NAAQS by the conclusion of the 2032 O_3 season.

Currently, the County is designated as "moderate nonattainment" for the 2008 NAAQS and "maintenance" for the 1997 NAAQS. As documented in the 2016 Eight-Hour Ozone Attainment Plan for San Diego County, the County has a likely chance of obtaining attainment due to the transition to low-emission cars, stricter new source review rules, and the continuing requirement of general conformity for military growth and the San Diego International Airport. The County will also continue emission control measures, including ongoing implementation of existing regulations of O_3 precursor reduction for stationary and area-wide sources, subsequent inspections of facilities and sources, and the adoption of laws requiring best available retrofit control technology for control of emissions (SDAPCD 2016b).

State Attainment Plans

The SDAPCD and the San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The RAQS for the SDAB was initially adopted in 1991 and is updated triennially, most recently in 2022 (SDAPCD 2023). The RAQS was approved by the SDAPCD Board on March 9, 2023. The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for O_3. The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County and the cities in the County, to forecast future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of the development of their general plans (SANDAG 2017a, 2017b).

In regard to particulate matter emissions-reduction efforts, in December 2005, the SDAPCD prepared a report titled Measures to Reduce Particulate Matter in San Diego County to address implementation of Senate Bill (SB) 656 in the County (SB 656 required additional controls to reduce ambient concentrations of PM_{10} and $PM_{2.5}$) (SDAPCD 2005). In the report, SDAPCD evaluated implementation of source-control measures that would reduce particulate matter emissions associated with residential wood combustion; various construction activities, including earthmoving, demolition, and grading; bulk material storage and handling; carry-out and track-out removal and cleanup methods; inactive disturbed land; disturbed open areas; unpaved parking lots/staging areas; unpaved roads; and windblown dust (SDAPCD 2005).

SDAPCD Rules and Regulations

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

- **SDAPCD Regulation IV: Prohibitions; Rule 50: Visible Emissions.** Prohibits any activity causing air contaminant emissions darker than 20% opacity for more than an aggregate of 3 minutes in any consecutive 60-minute time period. In addition, Rule 50 prohibits any diesel pile-driving hammer activity causing air contaminant emissions for a period or periods aggregating more than 4 minutes during the driving of a single pile (SDAPCD 1997).
- **SDAPCD Regulation IV: Prohibitions; Rule 51: Nuisance.** Prohibits the discharge, from any source, of such quantities of air contaminants or other materials that cause or have a tendency to cause injury, detriment, nuisance, annoyance to people and/or the public, or damage to any business or property (SDAPCD 1976).
- **SDAPCD Regulation IV: Prohibitions; Rule 55: Fugitive Dust.** Regulates fugitive dust emissions from any commercial construction or demolition activity capable of generating fugitive dust emissions, including active operations, open storage piles, and inactive disturbed areas, as well as track-out and carry-out onto paved roads beyond a project site (SDAPCD 2009).
- **SDAPCD Regulation IV: Prohibitions; Rule 67.0.1: Architectural Coatings.** Requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories (SDAPCD 2021).

San Diego Association of Governments

SANDAG is a regional planning agency for the incorporated and unincorporated areas of San Diego County on regional issues relating to transportation, the economy, community development, and the environment. SANDAG relatedly serves as the federally designated metropolitan planning organization for the County. With respect to air quality planning and other regional issues, SANDAG has prepared the 2021 Regional Plan for the San Diego region (SANDAG 2021). The Regional Plan combines the big-picture vision for how the region will grow over the next 35 years with an implementation program to help make that vision a reality. The Regional Plan, including its Sustainable Communities Strategy (SCS), is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so that it meets the diverse needs of the San Diego region through 2050.

In regard to air quality, the Regional Plan sets the policy context in which SANDAG participates in, responds to the SDAPCD's air quality plans, and builds off the air district's air quality plan processes that are designed to meet health-based criteria pollutant standards in several ways (SANDAG 2021). First, it complements air quality plans by providing guidance and incentives for public agencies to consider best practices that support technology-based control measures in air quality plans. Second, the Regional Plan emphasizes the need for better coordination of land use and transportation planning, which heavily influences the emissions inventory from the transportation sectors of the economy. This also minimizes land use conflicts, such as residential development near freeways, industrial areas, or other sources of air pollution.

On September 23, 2016, SANDAG's Board of Directors adopted the final 2016 Regional Transportation Improvement Program (RTIP), which is a multibillion-dollar, multi-year program of proposed major transportation projects in the San Diego region. Transportation projects funded with federal, state, and TransNet (the San Diego transportation sales tax program) must be included in an approved RTIP. Locally funded projects also may be programmed at the discretion of the agency. The 2016 RTIP covers 5 fiscal years and incrementally implements the Regional Plan (SANDAG 2016). On February 26, 2021, the SANDAG Board of Directors adopted the final 2021 RTIP. The 2021 RTIP and its conformity determination were approved by Federal Highway Administration and Federal Transit Administration on April 16, 2021. The 2021 Regional Plan provides a long-term blueprint for the San Diego region that seeks to meet regulatory requirements, address traffic congestion, and create equal access to jobs, education, healthcare, and other community resources (SANDAG 2021). The plan is the result of years of planning, data analysis, and community engagement to reimagine the San Diego region with a transformative transportation system, a sustainable pattern of growth and development, and innovative demand and management strategies.

The 2021 Regional Plan includes an SCS, as required by California SB 375, for the San Diego region. This SCS describes coordinated transportation and land use planning that exceeds the state's target for reducing per capita GHG emissions set by CARB. The state-mandated target is a 19% reduction—compared with 2005—in per capita GHG emissions from cars and light-duty trucks by 2035. The 2021 Regional Plan achieves a 20% reduction by 2035.

The 2021 Regional Plan also puts forth a forecasted development pattern driven by regional goals for sustainability, mobility, housing affordability, and economic prosperity.

San Diego Air Basin Attainment Designation

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

Pursuant to the 1990 federal CAA Amendments, the EPA classifies air basins (or portions thereof) as "attainment" or "nonattainment" for each criteria air pollutant, based on whether the NAAQS have been achieved. Generally, if the recorded concentrations of a pollutant are lower than the standard, the area is classified as "attainment" for that pollutant. If an area exceeds the standard, the area is classified as "nonattainment" for that pollutant. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated as "unclassified" or "unclassifiable." The designation of "unclassifiable/attainment" means that the area meets the standard or is expected to be meet the standard despite a lack of monitoring data. Areas that achieve the standards after a nonattainment designation are redesignated as maintenance areas and must have approved maintenance plans to ensure continued attainment of the standards. The California Clean Air Act, like its federal counterpart, called for the designation of areas as "attainment" or "nonattainment," but based on the CAAQS rather than the NAAQS. The criteria pollutants of primary concern that are considered in this analysis are O_3, NO_2, CO, SO_2, PM_{10}, and $PM_{2.5}$. Table 4.2-2 summarizes the SDAB's federal and state attainment designations for each of the criteria pollutants.

Table 4.2-2. SDAB Attainment Designation

Pollutant	Federal Designation	State Designation
Ozone (O_3) – 8 hour	**Nonattainment**	**Nonattainment**
Ozone (O_3)– 1 hour	Attainment[a]	**Nonattainment**
Carbon Monoxide	Attainment	Attainment
Coarse Particulate Matter (PM_{10})	Unclassifiable[b]	**Nonattainment**
Fine Particulate Matter ($PM_{2.5}$)	Attainment	**Nonattainment**[c]
Nitrogen Dioxide (NO_2)	Attainment	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	(No federal standard)	Attainment
Hydrogen sulfide	(No federal standard)	Unclassified
Visibility-reducing particles	(No federal standard)	Unclassified
Vinyl chloride	(No federal standard)	No designation

Source: SDAPCD 2024.
Definitions: attainment = meets the standards; nonattainment = does not meet the standards; unclassified or unclassifiable = insufficient data to classify
Notes: O_3 = ozone; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; NO_2 = nitrogen dioxide; SO_2 = sulfur dioxide.

[a] The federal 1-hour standard of 0.12 parts per million was in effect from 1979 through June 15, 2005. The revoked standard is referenced here because it was employed for such a long period and because this benchmark is addressed in State Implementation Plans.

[b] At the time of designation, if the available data does not support a designation of attainment or nonattainment, the area is designated as unclassifiable.

[c] CARB has not reclassified the region to attainment yet due to (1) incomplete data and (2) the use of non-California Approved Samplers (CAS). Although data collected does meet the requirements for designation of attainment with federal $PM_{2.5}$ standards, the data completeness requirements for state $PM_{2.5}$ standards substantially exceed federal requirements and mandates, and have historically not been feasible for most air districts to adhere to given local resources. The Air Pollution Control District (APCD) has begun replacing most regional filter-based $PM_{2.5}$ monitors as they reach the end of their useful life with continuous $PM_{2.5}$ air

monitors to ensure collected data meets stringent completeness requirements in the future. APCD anticipates these new monitors will be approved as "CAS" monitors once CARB review the list of approved monitors, which has not been updated since 2013.

Local Ambient Air Quality Monitoring Data

The SDAPCD operates a network of ambient air monitoring stations throughout San Diego County that measure ambient concentrations of pollutants and determine whether the ambient air quality meets the CAAQS and the NAAQS. Representative ambient concentrations of pollutants from 2021 through 2023 are presented in Table 4.2-3. The Camp Pendleton monitoring station is the closest monitoring station to the Project site for concentrations for O_3 and NO_2. The San Diego–Rancho Carmel Drive monitoring station is the closest station with monitoring data for the selected years for CO and $PM_{2.5}$. The closest monitoring station for PM_{10} and SO_2 is the El Cajon monitoring station.

Table 4.2-3. Local Ambient Air Quality Data

Averaging Time	Unit	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Exceedances by Year		
				2021	2022	2023	2021	2022	2023
Ozone (O_3) (Camp Pendleton)									
Maximum 1-hour concentration	ppm	California	0.09	0.074	0.076	0.090	0	0	0
Maximum 8-hour concentration	ppm	California	0.070	0.059	0.067	0.077	0	0	1
		National	0.070	0.059	0.067	0.077	0	0	1
Nitrogen Dioxide (NO_2) (Camp Pendleton)									
Maximum 1-hour concentration	ppm	California	0.18	0.059	0.050	0.063	0	0	0
		National	0.100	0.059	0.050	0.063	0	0	0
Annual concentration	ppm	California	0.030	ND	0.005	0.005	—	—	—
		National	0.053	0.006	0.005	0.005	—	—	—
Carbon Monoxide (CO) (San Diego–Rancho Carmel Drive)									
Maximum 1-hour concentration	ppm	California	20	ND	ND	ND	ND	ND	ND
		National	35	3.0	2.2	1.6	0	0	0
Maximum 8-hour concentration	ppm	California	9.0	ND	ND	ND	ND	ND	ND
		National	9	1.8	1.2	1.1	0	0	0
Sulfur Dioxide (SO_2) (El Cajon)									
Maximum 1-hour concentration	ppm	National	0.075	0.0016	0.0008	0.0007	0	0	0
Maximum 24-hour concentration	ppm	National	0.14	0.0003	0.0003	0.0003	0	0	0
Annual concentration	ppm	National	0.030	0.00006	0.00006	0.00006	—	—	—

Table 4.2-3. Local Ambient Air Quality Data

Averaging Time	Unit	Agency/ Method	Ambient Air Quality Standard	Measured Concentration by Year			Exceedances by Year		
				2021	2022	2023	2021	2022	2023
Coarse Particulate Matter (PM_{10}) (El Cajon)[a]									
Maximum 24-hour concentration	µg/m³	California	50	ND	ND	ND	ND (ND)	ND (ND)	ND (ND)
		National	150	40.0	44.0	42.0	0.0 (0)	0.0 (0)	0.0 (0)
Annual concentration	µg/m³	California	20	ND	ND	ND	—	—	—
Fine Particulate Matter ($PM_{2.5}$) (San Diego–Rancho Carmel Drive)[a]									
Maximum 24-hour concentration	µg/m³	National	35	23.5	14.9	23.2	0.0 (0)	0.0 (0)	0.0 (0)
Annual concentration	µg/m³	California	12	ND	ND	ND	—	—	—
		National	12.0	8.5	7.6	8.1	—	—	—

Sources: CARB 2024b; EPA 2024b. Monitoring station represented for each source is noted in parentheses following the pollutant monitored.
Notes: ppm = parts per million by volume; — = not available; µg/m³ = micrograms per cubic meter; ND = insufficient data available to determine the value.
The Camp Pendleton monitoring station is located at 21441-W B Street, Oceanside, California.
The El Cajon monitoring station is located at 533 First Street, El Cajon, California.
The San Diego–Rancho Carmel Drive monitoring station is located at 11403 Rancho Carmel Drive, San Diego, California.
Data taken from CARB and EPA represent the highest concentrations experienced over a given year.
Exceedances of national and California standards are only shown for O_3 and particulate matter. Daily exceedances for particulate matter are estimated days because PM_{10} and $PM_{2.5}$ are not monitored daily. All other criteria pollutants did not exceed national or California standards during the years shown. There is no national standard for 1-hour O_3, annual PM_{10}, or 24-hour SO_2, nor is there a California 24-hour standard for $PM_{2.5}$.

[a] Measurements of PM_{10} and $PM_{2.5}$ are usually collected every 6 days and every 1 day to 3 days, respectively. Number of days exceeding the standards is a mathematical estimate of the number of days concentrations would have been greater than the level of the standard had each day been monitored. The numbers in parentheses are the measured number of samples that exceeded the standard.

City of Oceanside General Plan

The City of Oceanside's General Plan includes various policies related to improving air quality (both directly and indirectly) in the Land Use Element (2002), Circulation Element (2012), and Energy Climate Action Element (City of Oceanside 2019). Policies applicable to the Project include the following:

Land Use Element

Land Use Compatibility

Policy C. The use of land shall not subject people to potential sources of objectionable noise, light, odors, and other emissions nor to exposure of toxic, radioactive, or other dangerous materials.

Bicycle Facilities

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

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

Pedestrian

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

Circulation Element

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

Pedestrian Facilities

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

4.2.3 Thresholds of Significance

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

1. Conflict with or obstruct implementation of the applicable air quality plan.
2. 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.

3. Expose sensitive receptors to substantial pollutant concentrations.
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.) indicates that, where available, the significance criteria established by the applicable air quality management district or pollution control district may be relied upon to determine whether a project would have a significant impact on air quality. As part of its air quality permitting process, the SDAPCD has established thresholds in Rule 20.2 requiring the preparation of air quality impact assessments for permitted stationary sources. The SDAPCD sets forth quantitative emission thresholds below for which a stationary source would not have a significant impact on ambient air quality. The thresholds listed in Table 4.2-4 represent screening-level thresholds that can be used to evaluate whether proposed-Project-related emissions could cause a significant impact on air quality. Project-related air quality impacts would be considered significant if any of the applicable significance thresholds presented in Table 4.2-4 are exceeded.

Table 4.2-4. San Diego Air Pollution Control District Air Quality Significance Thresholds

Construction Emissions			
Pollutant	**Total Emissions (Pounds per Day)**		
Coarse particulate matter (PM_{10})	100		
Fine particulate matter ($PM_{2.5}$)	55		
Oxides of nitrogen (NO_x)	250		
Sulfur oxides (SO_x)	250		
Carbon monoxide (CO)	550		
Volatile organic compounds (VOCs)	75[a]		
Operational Emissions			
	Total Emissions		
Pollutant	**Pounds per Hour**	**Pounds per Day**	**Tons per Year**
Coarse particulate matter (PM_{10})	N/A	100	15
Fine particulate matter ($PM_{2.5}$)	N/A	55	10
Oxides of nitrogen (NO_x)	25	250	40
Sulfur oxides (SO_x)	25	250	40
Carbon monoxide (CO)	100	550	100
Lead and lead compounds	N/A	3.2	0.6
Volatile organic compounds (VOCs)	N/A	75[a]	13.7

Source: SDAPCD 2019.
Notes: NA = not applicable.
[a] VOC threshold based on the threshold of significance for VOCs from the South Coast Air Quality Management District for the Coachella Valley as stated in the San Diego County Guidelines for Determining Significance (County of San Diego 2007).

With respect to the third criterion (pollutant concentrations), the SDAPCD specifically recommends consideration of sensitive receptors in locations such as day care centers, schools, retirement homes, and hospitals, or medical patients in residential homes close to major roadways or stationary sources, which could be impacted by air pollutants.

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

4.2.4 Impacts Analysis

Methodology

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Emissions from the construction and operational phases of the proposed Project components under Alternative 1 were estimated using California Emissions Estimator Model (CalEEMod) Version 2022.1[1] (CAPCOA 2022). Modeling specifics, including assumptions regarding construction scenarios and durations, phasing, equipment, mobile/stationary sources, vehicle trips, and uses are provided in Section 2.3.2, Approach and Methodology, of Appendix E.

Alternative 2: Betty's Lot

As described in Section 3.4.2, Alternative 2, of Chapter 3, Project Description, Alternative 2 includes all of the components described under Alternative 1 along with the development of Betty's Lot; this component is assessed at the program-level wherein specific project details have only been developed at the conceptual level. Consideration of Betty's Lot as a site for improvements would require future detailed design development. As noted in the Project Description, potential environmental impacts associated with the conceptual development of the Betty's Lot site would be disclosed and additional analysis would be required in a subsequent project-level CEQA document that would be prepared once certain project-level details and refinements are known.

However, it is anticipated that such programmatic design under Alternative 2 (Betty's Lot) may include the following components: community recreation classrooms, Strand-level parking spaces, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. As described above, these components would require project-level review once design details are further defined and confirmed. Therefore, air quality impacts associated with Betty's Lot improvements are assessed at the program-level in this section; analyzing a general suite of proposed components. Impact determinations for Betty's Lot are supported only by qualitative analysis because detailed quantitative modeling (i.e., CalEEMod) cannot be conducted at this point. Any attempt at conducting quantitative modeling of the future Betty's Lot improvements would be premature and offer only speculative, and possibly inaccurate, conclusions due to the highly conceptual level of design currently available. As noted above, future project-level air quality analysis will be conducted when Alternative 2 reaches a level of design that can be quantitatively assessed with a greater degree of certainty. This future analysis and its associated CEQA significance findings would be required by the City's obligation to approve future Betty's Lot improvements once more specific and refined design details are available.

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

Would the Project conflict with or obstruct implementation of the applicable air quality plan?

As stated in Section 4.2.2, Regulatory Setting, subsection Local Regulations, the SDAPCD is responsible for developing and implementing the clean air plans for attainment and maintenance of the NAAQS and CAAQS in the SDAB; specifically, the SIP and RAQS. The federal O_3 attainment plan, which is part of the SIP, was adopted in 2020. The SIP includes a demonstration that current strategies and tactics will attain acceptable air quality in the SDAB based on the NAAQS. The RAQS was initially adopted in 1992 and is updated every 3 years (most recently in 2022). The RAQS outlines SDAPCD's plans and control measures designed to attain the CAAQS for O_3. The SIP and RAQS rely on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County and the cities in the County, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of the development of their general plans.

Projects involving development consistent with the growth anticipated by local plans would be consistent with the SIP and RAQS. However, if a project involves development that is greater than that anticipated in the local plan and/or SANDAG's growth projections, that project might conflict with the SIP and RAQS and may contribute to a potentially significant cumulative impact on air quality.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

This proposed Project alternative consists of reconstruction of the existing Pier View Way Bridges and Lifeguard Headquarters, along with the incorporation of a new lifeguard operations building integral to the reconstructed Pier View Way Bridges. Alternative 1 also consists of varying renovations to the Junior Seau Beach Community Center, with reconstruction of the Junior Seau Amphitheater and Bandshell. While the buildout of this alternative would accommodate the expansion of lifeguard operations, this alternative would not cause growth inducement itself, as the demand for the expansion of operations facilities already exists. Moreover, this alternative does not include housing and would not bring more people to the region. Therefore, the buildout scenario under this alternative would be within the regional growth projections and would not conflict with the RAQS and SIP. Therefore, a **less-than-significant** impact would result.

Alternative 2: Betty's Lot

It is anticipated that such programmatic design under Alternative 2 (Betty's Lot) may include the following components: community recreation classrooms, Strand-level parking spaces, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. While the buildout of this alternative could accommodate new public recreation and other community facilities, this alternative would not generate growth inducement itself, as the utilization of these facilities amongst the existing population already exists. Moreover, similar to Alternative 1, this alternative would not include housing and would not bring more people to the region. As discussed in Section 4.12, Recreation, Alternative 2 could result in the overall physical deterioration at existing parks and recreational facilities by increasing the number of parks and recreational facilities in the area. However, this would not result in overall growth inducement in the City. Therefore, the buildout scenario under this alternative would be within the regional growth projections and would not conflict with the RAQS and SIP. Therefore, a **less-than-significant** impact would result.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2, Existing Facilities. There would be no physical change to the environment under the no Project alternative. Therefore, this alternative would not result in any changes that would cause the Project to exceed the regional growth projections; it therefore would not conflict with the RAQS and SIP and **no impact** would occur.

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

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SDAPCD develops and implements plans for future attainment of the NAAQS and CAAQS. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether the Project's individual emissions would have a cumulatively significant impact on air quality.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Construction Emissions

Construction of Alternative 1 would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (vendor and haul truck trips, and worker vehicle trips). Construction emissions can vary substantially from day to day depending on the level of activity; the specific type of operation; and, for dust, the prevailing weather conditions.

Criteria air pollutant emissions associated with construction activities were quantified using CalEEMod. As discussed in Appendix E, separate CalEEMod runs were performed for individual construction phases. Detailed depictions of the construction schedule for each construction phase—including information regarding phasing, equipment used, haul trucks, vendor trucks, and worker vehicles—is included in Section 2.3.2 of Appendix E.

Construction of Alternative 1 would generate air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, and architectural coatings. As described previously, fugitive dust would be limited through compliance with SDAPCD Rule 55, which requires the restriction of visible emissions of fugitive dust beyond the property line. Compliance with Rule 55 would limit fugitive dust (PM_{10} and $PM_{2.5}$) generated during grading and construction activities. To account for dust control measures in the calculations, the proposed Project would be required to ensure that active sites be watered two times daily, depending on weather conditions, as a matter of SDAPCD Rule 55 regulatory compliance.

Exhaust from internal combustion engines used by construction equipment and vehicles would result in emissions of VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$. The application of asphalt pavement and architectural coatings would also produce VOC emissions.

Table 4.2-5 and Table 4.2-6 show the estimated maximum daily construction emissions associated with the conceptual construction phases of each Project phase: Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities. The Pier View Way Bridges and Lifeguard Headquarters phase consists of reconstructing the

existing Pier View Way Bridges and Lifeguard Headquarters, along with the incorporation of a new lifeguard operations building integral to the reconstructed Pier View Way Bridges. The Beachfront Facilities phase consists of varying reconstructions and renovations to the JSBCC and Junior Seau Amphitheater and Bandshell. "Summer" emissions are representative of the conditions that may occur during the O_3 season (May 1 through October 31), and "winter" emissions are representative of the conditions that may occur during the balance of the year (November 1 through April 30). Complete details of the emissions calculations are provided in Appendix E.

Table 4.2-5. Pier View Way Bridges and Lifeguard Headquarters Construction Phase - Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Summer						
2027	3.18	24.31	53.10	0.09	6.13	2.39
2028	1.39	11.18	21.97	0.04	0.47	0.31
Winter						
2027	3.17	24.41	52.81	0.09	6.13	2.39
2028	1.91	11.19	21.87	0.04	0.47	0.31
2029	1.88	5.96	12.24	0.02	0.32	0.16
Maximum Daily Emissions (Project)	**3.18**	**24.41**	**53.10**	**0.09**	**6.13**	**2.39**
SDAPCD threshold	*75*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SDAPCD = San Diego Air Pollution Control District.
See Appendix A, CalEEMod Outputs and Estimated Emissions, of Appendix E for complete results.
The values shown are the maximum summer or winter daily emissions results from CalEEMod. These emissions reflect and account for the incorporation of PDF-AQ-1 and the required compliance with SDAPCD Rule 55 (Fugitive Dust) and Rule 67.0.1 (Architectural Coatings).

Table 4.2-6. Beachfront Facilities Construction Phase – Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Summer						
2029	0.63	5.44	23.95	0.04	3.53	1.54
2030	0.62	5.40	9.35	0.02	0.54	0.21
2031	1.50	15.72	24.32	0.04	3.70	1.59
2032	1.48	15.68	22.73	0.04	1.02	0.47
2033	1.47	15.62	22.74	0.04	1.02	0.47
Winter						
2029	35.03	9.56	68.79	0.04	2.81	1.40
2030	4.95	5.43	9.20	0.02	0.54	0.21
2031	1.48	15.77	24.36	0.04	2.96	1.45
2032	**1.47**	**15.71**	**22.52**	**0.04**	**1.02**	**0.47**
2033	**5.76**	**15.66**	**22.64**	**0.04**	**1.02**	**0.47**

Table 4.2-6. Beachfront Facilities Construction Phase – Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Year	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Maximum Daily Emissions (Project)	35.03	15.77	68.79	0.04	3.70	1.54
SDAPCD threshold	*75*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?	No	No	No	No	No	No

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SDAPCD = San Diego Air Pollution Control District.
See Appendix A, CalEEMod Outputs and Estimated Emissions, of Appendix E for complete results.
The values shown are the maximum summer or winter daily emissions results from CalEEMod. These emissions reflect and account for the incorporation of PDF-AQ-1 and the required compliance with SDAPCD Rule 55 (Fugitive Dust) and Rule 67.0.1 (Architectural Coatings).

As shown in Table 4.2-5 and Table 4.2-6, daily construction emissions for the Project would not exceed SDAPCD's significance thresholds for any criteria air pollutants. Therefore, the Project would result in a **less-than-significant** impact related to emissions of criteria air pollutants during construction.

Operations

Operation of the Project would generate criteria air pollutant emissions from mobile sources (vehicle trips), area sources (consumer products, landscape maintenance equipment), and energy sources. As discussed in Section 2.3.2 of Appendix E, pollutant emissions associated with long-term operations were quantified using CalEEMod. Project-generated mobile source emissions were estimated in CalEEMod based on Project-specific trip rates. CalEEMod default values were used to estimate emissions from the Project and from area sources and energy sources.

Table 4.2-7 presents the maximum daily emissions associated with operation of the Pier View Way Bridges and Lifeguard Headquarters phase in 2029 after all associated construction is finished. Complete details of the emissions calculations are provided in Appendix E.

Table 4.2-7. Pier View Way Bridges and Lifeguard Headquarters Phase – Estimated Maximum Daily Operation Criteria Air Pollutant Emissions

Emissions Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Summer						
Mobile	0.16	0.13	1.54	<0.01	0.39	0.10
Area	0.21	<0.01	0.31	<0.01	<0.01	<0.01
Energy	<0.01	0.08	0.07	<0.01	0.01	0.01
Total Daily Summer Emissions	**0.38**	**0.22**	**1.91**	**<0.01**	**0.40**	**0.11**
Winter						
Mobile	0.16	0.15	1.41	<0.01	0.39	0.10
Area	0.16	0.00	0.00	0.00	0.00	0.00
Energy	<0.01	0.08	0.07	<0.01	0.01	0.01
Total Daily Winter Emissions	**0.33**	**0.23**	**1.48**	**<0.01**	**0.40**	**0.11**

Table 4.2-7. Pier View Way Bridges and Lifeguard Headquarters Phase – Estimated Maximum Daily Operation Criteria Air Pollutant Emissions

Emissions Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Maximum Daily Emissions (Phase)	**0.38**	**0.23**	**1.91**	**<0.01**	**0.40**	**0.11**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SDAPCD = San Diego Air Pollution Control District; <0.01 = reported value less than 0.01.
See Appendix A, CalEEMod Outputs and Estimated Emissions, of Appendix E for complete results.
[1] Project net mobile source emissions are represented under the Pier View Way Bridges and Lifeguard Headquarters Phase.

Table 4.2-8 presents the maximum daily emissions associated with operation of the Beachfront Facilities phase in 2034 after all associated construction is finished. Complete details of the emissions calculations are provided in Appendix E.

Table 4.2-8. Beachfront Facilities Phase – Estimated Maximum Daily Operation Criteria Air Pollutant Emissions

Emissions Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Summer						
Mobile[1]	–	–	–	–	–	–
Area	1.04	0.01	1.51	<0.01	<0.01	<0.01
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Total Daily Summer Emissions	**1.04**	**0.01**	**1.51**	**<0.01**	**<0.01**	**<0.01**
Winter						
Mobile[1]	–	–	–	–	–	–
Area	0.79	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Total Daily Winter Emissions	**0.79**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
Maximum Daily Emissions (Phase)	**1.04**	**0.01**	**1.51**	**<0.01**	**<0.01**	**<0.01**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SDAPCD = San Diego Air Pollution Control District; <0.01 = reported value less than 0.01.
See Appendix A, CalEEMod Outputs and Estimated Emissions, of Appendix E for complete results.
[1] Project net mobile source emissions are represented under the Pier View Way Bridges and Lifeguard Headquarters Phase.

Furthermore, operation of the Pier View Way Bridges and Lifeguard Headquarters phase would overlap with the construction of the Beachfront Facilities phase, so the emissions during this interim operational period would be higher when accounting for this overlap. Therefore, a separate quantification of this overlap is shown in Table 4.2-9 below and would be representative of Project emissions. These combined emissions during the interim operational scenario are compared to those during the existing scenario for a net emission analysis.

Table 4.2-9. Project Combined Maximum Daily Operation and Construction Criteria Air Pollutant Emissions Compared to Existing Scenario

Emissions Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Existing Scenario	*1.04*	*0.39*	*1.80*	*<0.01*	*0.03*	*0.03*
Pier View Way Bridges and Lifeguard Headquarters Phase Operation Emissions	0.38	0.23	1.91	<0.01	0.40	0.11
Beachfront Facilities Phase Construction Emissions	35.03	15.77	68.79	0.04	3.70	1.54
Project Combined Total	35.41	16.00	70.70	0.04	4.10	1.70
Project Net Change (Project-Existing)	**34.37**	**15.61**	**68.90**	**0.04**	**4.07**	**1.67**
SDAPCD Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SDAPCD = San Diego Air Pollution Control District; <0.01 = reported value less than 0.01.
Construction emissions reflect and account for the incorporation of PDF-AQ-1 and the required compliance with SDAPCD Rule 55 (Fugitive Dust) and Rule 67.0.1 (Architectural Coatings).
See Appendix A of Appendix E for complete results.

As shown in Table 4.2-9, the net daily emissions for the interim operational phase that includes the operation of the Pier View Way Bridges and Lifeguard Headquarters Phase and the construction of the Beachfront Facilities Phase would also not exceed SDAPCD's significance thresholds for any criteria air pollutant. Impacts during operation would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Finally, Table 4.2-10 summarizes the net analysis comparing Project criteria air pollutant emissions at buildout of both Project Phases, compared to the existing scenario.

Table 4.2-10. Project Estimated Maximum Daily Operation Criteria Air Pollutant Emissions Compared to Existing Scenario

Emissions Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
Existing Scenario	1.04	0.39	1.80	<0.01	0.03	0.03
Pier View Way Bridges and Lifeguard Headquarters Phase	0.38	0.23	1.91	<0.01	0.40	0.11
Beachfront Facilities Phase	1.04	0.01	1.51	<0.01	<0.01	<0.01
Project Total	**1.42**	**0.24**	**3.42**	**<0.01**	**0.40**	**0.11**
Project Net Change (Project-Existing)	**0.38**	**(0.15)**	**1.62**	**<0.01**	**0.37**	**0.08**
SDAPCD Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SDAPCD = San Diego Air Pollution Control District; <0.01 = reported value less than 0.01. Values in parentheses represent negative numbers.

See Appendix A of Appendix E for complete results.
[1] Project net mobile source emissions are represented under the Pier View Way Bridges and Lifeguard Headquarters Phase.

As shown in Table 4.2-10, the net daily operational emissions for the Project would not exceed SDAPCD's significance thresholds for any criteria air pollutant. Impacts during operation would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Impacts would be **less than significant**.

Conclusion

In analyzing cumulative impacts from a Project, the analysis must specifically evaluate the Project's contribution to the cumulative increase in pollutants for which the SDAB is designated as nonattainment for the CAAQS and NAAQS. If the Project does not exceed thresholds and is determined to have less-than-significant Project-specific impacts, it may still contribute to a significant cumulative impact on air quality if the emissions from the Project components, in combination with the emissions from other proposed or reasonably foreseeable future projects, are in excess of established thresholds. However, the Project would only be considered to have a significant cumulative impact if its contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a "cumulatively considerable contribution" to the cumulative air quality impact).

Cumulative projects in the Project area would not result in substantial concentrations of TAC emissions during operation as they are predominantly residential and commercial projects with the majority of their emissions (mobile sources) occurring off site. Emissions during construction would disperse rapidly from the project sites and generally occur at magnitudes that would not affect substantial numbers of people.

Additionally, for the SDAB, the RAQS serves as the long-term regional air quality planning document for the purpose of assessing cumulative operational emissions within the SDAB to ensure that the SDAB continues to make progress toward NAAQS and CAAQS attainment status. As such, cumulative projects in the San Diego region would have the potential to result in a cumulative impact to air quality if, in combination, they would conflict with or obstruct implementation of the RAQS. Similarly, individual projects that are inconsistent with the regional planning documents on which the RAQS is based would have the potential to result in cumulative impacts if they represent development beyond regional projections.

The SDAB has been designated as a federal nonattainment area for O_3 and a state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The nonattainment status is the result of cumulative emissions from all sources of these air pollutants and their precursors within the SDAB. As shown in Tables 4.5-5 and 4.5-6, as well as Table 4.5-9, the emissions of all criteria pollutants from the Project's construction and net emissions from the Project's operations, under Alternative 1, would be below the applicable significance levels without mitigation. As such, the Project would result in less-than-significant impacts to air quality.

Regarding long-term cumulative operational emissions in relation to consistency with local air quality plans, the SIP and RAQS serve as the primary air quality planning documents for the state and SDAB, respectively. The SIP and RAQS rely on SANDAG growth projections based on population, vehicle trends, and land use plans developed by the cities and by the County as part of development of their general plans. Therefore, projects that propose development that is consistent with the growth anticipated by local plans would be consistent with the SIP and RAQS, and would not result in cumulatively considerable impacts from operational emissions. Per the above discussion of potential impacts related to conflict with applicable air quality plans, the Project under Alternative 1 is consistent with SANDAG growth projections. Thus, Alternative 1 would be consistent at a regional level with the underlying growth forecasts in the SIP and RAQS.

In light of the above, under Alternative 1, the proposed Project would not result in a cumulatively considerable contribution to pollutant emissions. Cumulative impacts would be **less than significant** during construction and operation.

Alternative 2: Betty's Lot

As described above, to reach a determination on cumulative impacts from a Project, analysis must evaluate the Project's contribution to the cumulative increase in pollutants for which the SDAB is designated as nonattainment for the CAAQS and NAAQS. Cumulative projects in the Project area are not anticipated to result in substantial concentrations of TAC emissions during operation because they are predominantly residential and commercial projects with the majority of their emissions (mobile sources) occurring off site. Emissions during construction would disperse rapidly from the project sites and generally occur at magnitudes that would not affect substantial numbers of people.

The SDAB has been designated as a federal nonattainment area for O_3 and a state nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The nonattainment status is the result of cumulative emissions from all sources of these air pollutants and their precursors within the SDAB. The possible suite of improvements programmatically proposed under Alternative 2 are primarily public facilities, with similar uses to those proposed under Alternative 1 (i.e., community recreation classrooms, Strand-level parking spaces, a mid-level park, and multi-use surface courts). The buildout of this alternative would accommodate public facility and recreational demands of the City, similar to Alternative 1. Furthermore, the construction of these improvements is anticipated to be of a similar scale to those analyzed under Alternative 1; Betty's Lot improvements are anticipated to require a similar fleet of construction equipment over a similar construction duration. Therefore, it is anticipated that buildout of Alternative 2 would result in emissions of criteria air pollutants from the construction and operations that would be below the applicable significance levels.

Per the above discussion of potential impacts related to conflict with applicable air quality plans, projects that proposed development that is consistent with the growth anticipated by local plans would be consistent with the SIP and RAQS, and would not result in cumulatively considerable impacts from operational emissions. As also discussed under Impact 1 of this section, the Project under Alternative 2, is consistent with SANDAG growth projections. Thus, Alternative 2 would be consistent at a regional level with the underlying growth forecasts in the SIP and RAQS.

Based on the above analysis and discussion under Alternative 2, the proposed Project would not result in a cumulatively considerable contribution to pollutant emissions. Cumulative impacts would be **less than significant** during construction and operation.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2. There would be no physical change to the environment under the no Project alternative. Therefore, this alternative would not result in a cumulatively considerable contribution to pollutant emissions; therefore, **no impact** would occur.

Would the Project expose sensitive receptors to substantial pollutant concentrations?

Alternatives 1 and 2 propose similar public facility uses which would result in similar types and quantities of pollutant concentrations. Concentrations of pollutants analyzed and modeled under Alterative 1 would be similar to Alternative 2 because of similar construction activities and operational characteristics. Moreover, Alternative 2 would be in greater proximity to sensitive receptors as compared to Alternative 1 with the closest residential use located further away from the Project site. Construction activities between Alternatives 1 and 2 would also not overlap because Alternative 2 includes all of the components described under Alternative 1 along with development of Betty's Lot at a later time. Therefore, no cumulative construction impacts between Alternatives 1 and 2 would occur. Therefore, due to the nature of these proposed and potential uses and associated pollutants, as well as similar proximity to sensitive receptors, the analysis below is structured to assess both Alternatives 1 and 2. Alternative 3, the No Project Alternative, is assessed separately because under that alternative existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell and Alternative 2: Betty's Lot

Carbon Monoxide Hotspots

Mobile-source (vehicular) CO impacts occur regionally and locally. As previously discussed in Section 2.3.2.2 of Appendix E, the Project's vehicle trip generation under Alternative 1 would be a marginal increase compared to the existing scenario due to the increase in worker trips associated with the expansion of lifeguard staff. Therefore, Project-related travel would not exacerbate regional traffic impacts within the local airshed and the SDAB. Locally, Project-related traffic would be nominal and can be reasonably considered to be a negligible change to the City's roadway system. With this said, if traffic were to occur during periods of poor atmospheric ventilation, consist of a large number of vehicles "cold-started" and operating at pollution-inefficient speeds, and operate on roadways already crowded with non-Project traffic, there would be a potential for the formation of microscale CO "hotspots" in the area immediately around points of congested traffic. However, because of continued improvement in mobile emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SDAB is steadily decreasing.

Projects contributing to adverse traffic impacts may result in the formation of CO hotspots. To verify that the proposed Project would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO hotspots was conducted. As discussed earlier in this section, a CO hotspot analysis is not needed, and the proposed Project would have a **less-than-significant** impact.

Toxic Air Contaminants

A substance is considered toxic if it has the potential to cause adverse health effects in humans, including increasing the risk of cancer upon exposure, or acute (immediate) and/or chronic (cumulative) non-cancer health effects. A toxic substance released into the air is considered a toxic air contaminant (TAC). Adverse health effects associated with exposure to TACs may include carcinogenic (i.e., cancer-causing) and noncarcinogenic effects. Noncarcinogenic effects typically affect one or more target organ systems and may be experienced on either short-term (acute) or long-term (chronic) exposure to a given TAC. TACs are identified by federal and state agencies based on a review of available scientific evidence. In the state of California, TACs are identified through a two-step process

that was established in 1983 under the Toxic Air Contaminant Identification and Control Act. This two-step process of risk identification and risk management and reduction was designed to protect residents from the health effects of toxic substances in the air. In addition, the California Air Toxics "Hot Spots" Information and Assessment Act, Assembly Bill (AB) 2588, was enacted by the legislature in 1987 to address public concern over the release of TACs into the atmosphere.

Examples of TACs include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including stationary sources such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources such as automobiles; and area sources such as landfills. Project construction would result in emissions of diesel particulate matter (DPM) from heavy construction equipment and trucks accessing the site. DPM is characterized as a TAC by the State of California. State law has established the framework for California's TAC identification and control program, which is generally more stringent than the federal program and aimed at TACs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal hazardous air pollutants, and has adopted appropriate control measures for sources of these TACs. The following measures are required by state law to reduce DPM emissions:

- Fleet owners of mobile construction equipment are subject to the CARB Regulation for In-use Off-road Diesel Vehicles (13 CCR 2449), the purpose of which is to reduce DPM and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles.
- All commercial diesel vehicles are subject to Title 13, Section 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

Project construction would result in emissions of DPM from heavy construction equipment and trucks accessing the site. DPM is characterized as a TAC by the State of California. The Office of Environmental Health Hazard Assessment (OEHHA) has identified carcinogenic and chronic noncarcinogenic effects from long-term exposure, but has not identified health effects due to short-term exposure to diesel exhaust. After proposed construction is completed, there would be no long-term source of TAC emissions during operation. In addition, the Project would incorporate **PDF-AQ-1**, which would reduce DPM emissions through advanced engine tier requirements during construction. Furthermore, as shown in Table 4.2-5 and Table 4.2-6, maximum daily particulate matter (i.e., PM_{10} or $PM_{2.5}$) emissions generated by construction equipment operation and haul-truck trips during construction (exhaust particulate matter or DPM), combined with fugitive dust generated by equipment operation and vehicle travel, is minimal. The duration of proposed construction activities would only constitute a small percentage of the total long-term exposure period and would not result in exposure of proximate sensitive receptors to substantial TACs.

The Project is located close to sensitive receptors (residences) adjacent to the north and east of the site across Pacific Street. Emissions during construction would not be concentrated in one area of the site but would be spread over the entirety of the site. Emissions would not be continuous during construction hours and would cease once construction is complete. Furthermore, the incorporation of **PDF-AQ-1** would reduce TAC emissions associated with off-road equipment use. Therefore, the Project would not expose sensitive receptors to substantial quantities of TACs during construction. Impacts would be **less than significant**.

No residual TAC emissions and corresponding health risk are anticipated after construction, and no long-term sources of TAC emissions are anticipated during operation of the Project. CARB has published the Air Quality and

Land Use Handbook: A Community Health Perspective (CARB 2005), which identifies certain types of facilities or sources that may emit substantial quantities of TACs and therefore could conflict with sensitive land uses, such as "schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities." The Air Quality and Land Use Handbook is a guide for siting of new sensitive land uses, and CARB recommends that sensitive receptors not be located downwind or in proximity to such sources to avoid potential health hazards. The enumerated facilities or sources include the following: high-traffic freeways and roads, distribution centers, railyards, ports, refineries, chrome plating facilities, dry cleaners, and large gas-dispensing facilities. The Project would not include any of the above-listed land uses associated with generation of TAC emissions. The Project may emit DPM emissions during operation from mobile sources. However, as shown in Table 4.2-7 and Table 4.2-8, maximum daily particulate matter emissions during operation are minimal. Potential impacts associated with exposure of sensitive receptors to TACs would be **less than significant.**

It is expected that operation of the Project would not result in any non-permitted direct emissions (e.g., those from a point source such as diesel generators) that could be a TAC source. Therefore, the Project would not result in exposure of sensitive receptors in the vicinity of the Project site to substantial TAC concentrations due to either construction or operation, and impacts would be **less than significant**.

Therefore, the Project would not expose sensitive receptors to substantial quantities of TACs during construction or operation. Impacts would be **less than significant**.

Health Effects of Criteria Air Pollutants

As shown above, construction and operation of the proposed Project under Alternative 1 and 2 would not result in emissions that exceed the SDAPCD's emission thresholds for any criteria air pollutants. The SDAPCD emission thresholds were developed to show levels at which a project would not prevent or interfere with the attainment or maintenance of an ambient air quality standard. As the ambient air quality standards define the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without harm to the public's health, by not exceeding the SDAPCD emission thresholds, the Project would not cause harm to public health. Regarding VOCs, and as described above some VOCs are associated with motor vehicles and construction equipment, while others are associated with architectural coatings, the emissions of which would not result in the exceedances of the SDAPCD's thresholds. Generally, the VOCs in architectural coatings are of relatively low toxicity. Additionally, SDAPCD Rule 67.0.1 restricts the VOC content of coatings for both construction and operational applications.

Regarding VOCs and NO_x, these pollutants are precursors to O_3, for which the SDAB is designated as nonattainment with respect to the NAAQS and CAAQS. The health effects associated with O_3 are discussed in detail in Section 4.2.1, subsection Pollutants and Effects.

Regarding NO_2, according to the construction emissions analysis, construction of the proposed Project under Alternative 1 and 2 would not contribute to exceedances of the NAAQS and CAAQS for NO_2. Section 4.2.2 describes the health impacts from exposure to NO_2 and NO_x in detail. The heaviest increments of use with exposure to NO_2 and NO_x would be intermittent during the Project's construction period. However, off-road construction equipment would operate at various portions of the site and would not be concentrated in one portion of the site at any one time. Construction of the proposed Project under Alternative 1 also would not require any stationary emission sources that would create substantial, localized NO_x impacts.

In summary, the proposed Project's VOC and NO_x emissions under Alternative 1 and 2 would minimally contribute to regional O_3 concentrations and its associated health effects. In addition to O_3, NO_x emissions would not contribute

to potential exceedances of the NAAQS and CAAQS for NO_2. As shown in Table 4.2-3, the existing NO_2 concentrations in the area are well below the NAAQS and CAAQS standards. Thus, it is not expected that the operational NO_x emissions under Alternative 1 and 2 would result in exceedances of the NO_2 standards or contribute to the associated health effects. In the context of CO, this pollutant tends to be a localized impact associated with congested intersections. The associated CO "hotspots" were discussed previously as a less-than-significant impact. Thus, the CO emissions under Alternative 1 and 2 would not contribute to significant health effects associated with this pollutant. Likewise, PM_{10} and $PM_{2.5}$ would not contribute to potential exceedances of the NAAQS and CAAQS for particulate matter, would not obstruct the SDAB from coming into attainment for these pollutants, and would not contribute to significant health effects associated with particulates.

Based on the preceding analysis, health impacts associated with criteria air pollutants under Alternative 1 and 2 would be **less than significant**.

Valley Fever

As discussed in Section 4.2.1, valley fever is not highly endemic to San Diego County, and the incidence rate in the Project area is below the County average and the statewide average. Construction of the proposed Project would comply with SDAPCD Rule 55, which limits the amount of fugitive dust generated during construction. Strategies the Project would implement to comply with SDAPCD Rule 55 and control dust include watering two times per day, depending on weather conditions, and limiting speed on unpaved roads to 15 mph. Based on the low incidence rate of valley fever in the Project area and in greater San Diego County, as well as the proposed Project's implementation of dust control strategies, it is not anticipated that earth-moving activities during proposed Project construction would result in exposure of nearby sensitive receptors to valley fever. During operation, there would be no ground disturbance or grading to generate fugitive dust. Therefore, the proposed Project would have a **less-than-significant** impact with respect to valley fever exposure for sensitive receptors.

Conclusion

The Project would not expose sensitive receptors to substantial quantities of TACs during construction or operation. Valley Fever exposure was also determined to be less than significant for the Project.

In addition, VOC and NO_x emissions, as described previously, would minimally contribute to regional O_3 concentrations and the associated health effects. In addition to O_3, NO_x emissions would not contribute to potential exceedances of the NAAQS or CAAQS for NO_2. As shown in Table 4.2-3, the existing NO_2 concentrations in the area are well below the NAAQS and CAAQS standards. Thus, it is not expected that the Project's operational NO_x emissions would result in exceedances of the NO_2 standards or contribute to the associated health effects. CO tends to have a localized impact associated with congested intersections. The associated CO hotspots were discussed previously as having a less-than-significant impact. Thus, the Project's CO emissions would not contribute to significant health effects associated with this pollutant. PM_{10} and $PM_{2.5}$ would not contribute to potential exceedances of the NAAQS or CAAQS for particulate matter, would not obstruct the SDAB from coming into attainment for these pollutants, and would not contribute to significant health effects associated with particulates. Therefore, overall health impacts associated with criteria air pollutants would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under

their existing conditions; see Section 3.2. There would be no physical change to the environment under the no Project alternative. Therefore, this alternative would not expose sensitive receptors to substantial pollutant concentrations; therefore, **no impact** would occur.

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

Alternatives 1 and 2 propose similar public facility uses which would result in similar "other emissions." Therefore, due to the nature of these proposed and potential uses, the analysis below is structured to assess both Alternatives 1 and 2. State and regional regulations that address these types of "other emissions" would also apply to both Alternatives 1 and 2. Alternative 3, the No Project Alternative, is assessed separately because under that alternative existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell and Alternative 2: Betty's Lot

Section 41700 of the California Health and Safety Code and SDAPCD Rule 51 (Public Nuisance) prohibit emissions from any source whatsoever in such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to the public health or damage to property. Projects required to obtain permits from SDAPCD are evaluated by SDAPCD staff for potential odor nuisance, and conditions may be applied (or control equipment required) where necessary to prevent occurrence of public nuisance.

SDAPCD Rule 51 (Public Nuisance) also prohibits emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of any person. A project that proposes a use that would produce objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of off-site receptors. Odor issues are very subjective by the nature of odors themselves and since their measurements are difficult to quantify. As a result, this guideline is qualitative and will focus on the existing and potential surrounding uses and location of sensitive receptors.

The occurrence and severity of potential odor impacts depends on numerous factors: the nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying, cause distress among the public, and generate citizen complaints.

Construction

Odors would be generated from vehicles and/or equipment exhaust emissions during construction of the Project under Alternatives 1 and 2. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and architectural coatings. Such odors are temporary, localized to the Project site, and for the types of construction activities anticipated for Project components, would generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be **less than significant**.

Operational

Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, there are no quantitative or formulaic methodologies to determine if potential odors would have a significant impact. Examples of land uses and industrial operations that are commonly associated with odor complaints include agricultural uses, wastewater treatment plants, food processing facilities, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding facilities (SCAQMD 1993). In addition to the odor source, the distance between the sensitive receptor(s) and the odor source, as well as the local meteorological conditions, are considerations in the potential for a Project to frequently expose the public to objectionable odors. The Project, once operational, would consist of in-kind replacement of existing facilities described throughout this section and draft programmatic environmental impact report (PEIR), along with a new lifeguard operations facility and several conceptually designed public facilities as part of the development of Bettys Lot. These facilities are not expected to produce any nuisance odors as part of their operations; therefore, impacts related to odors caused by the Project would be **less than significant**.

Conclusion

The Project would result in a **less-than-significant** impact with respect to odors during construction and operation under Alternatives 1 and 2.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2. There would be no physical change to the environment under the no Project alternative. Therefore, this alternative would not expose sensitive receptors to odors during construction or operations; therefore, **no impact** would occur.

4.2.5 Mitigation Measures

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

4.2.6 Level of Significance After Mitigation

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

4.3 Biological Resources

This section describes the existing biological resources of the Project site and a surrounding 500-foot buffer (study area). This section also identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II Project (Project) in the City of Oceanside (City). The following analysis is based on a desktop analysis, a biological site survey, and site photos collected during the course of other studies for the Project's analysis.

4.3.1 Existing Conditions

The Project site supports mostly developed habitats including parking lots, lifeguard facilities, walking paths, recreational areas, and other urban lands directly adjacent to the Pacific Ocean. The Project is located within the Loma Alta Creek-Frontal Gulf of Santa Catalina (Hydrologic Unit Code [HUC] 180703030504) of the Lower San Luis Rey River HUC 1807030305), within the San Luis Rey–Escondido watershed (HUC 18070303) (RWQCB 2021). The San Luis Rey River occurs approximately 0.7-miles north of the Project where it empties into the Pacific Ocean. Besides the Pacific Ocean and the groomed, sandy ocean beach that abuts the Project, there are no other potential aquatic resources in the area. The mean high-tide line occurs within the Project, including areas currently supporting rip-rap at the sandy beach. The Project site is mostly developed and paved and is relatively flat, except for a noticeable slope separating the edge of the proposed Project from the existing Pacific Street roadway which runs parallel to the Project. Elevations on site range from approximately seven feet to 35 feet above mean sea level.

There are two soil types located on the Project site: Tujunga sand, 0% to 5% slopes; and Coastal beaches. Tujunga sand is generally located in the eastern portions of the site that correspond with the sloped lands near Pacific Street within the Project. Coastal beaches generally correspond with the western portion of the site which includes the areas adjacent to the sandy beach. According to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (USDA 2025), the Tujunga sand, 0% to 5% slopes, consists of sand, loamy sand, and stratified gravelly sand to gravelly loamy sand, with a parent material of alluvium derived from granite. These are soils that are somewhat excessively drained with a negligible runoff class. The mean annual precipitation for Tujunga sand ranges from about 10 to 25 inches, and the mean annual air temperature varies from 59°F to 64°F. Depth to the water table is more than 80 inches. Tujunga sand's available water capacity is low, about 3.9 inches. This soil is classified as non-hydric. In contrast, Coastal beaches soils are located on or near beaches with slopes that range from 1% to 5%. The available water capacity is very low (about 2.4 inches). These soils are poorly drained, and the runoff is negligible. These soils are chiefly composed of coarse sand. This soil has a hydric soil rating. The mean annual precipitation for Coastal beaches soils falls within the range of 42 to 48 inches, and the mean annual air temperature varies from 52°F to 57°F.

4.3.1.1 Methodology

The biological resources analysis for this Project was based on a desktop review of pertinent literature, aerial photographs, and a reconnaissance survey.

Literature Review

Sensitive biological resources present or potentially present on site were identified through a literature review using the following sources:

- Oceanside Subarea Habitat Conservation Plan/Natural Community Conservation Plan (Subarea Plan) (City of Oceanside 2010)
- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database for the San Luis Rey 7.5-minute quadrangle and the surrounding seven quadrangles (CDFW 2025a)
- U.S. Fish and Wildlife Service (USFWS) Environmental Conservation Online System Information, Planning, and Conservation System (USFWS 2025)
- California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Vascular Plants for the San Luis Rey 7.5-minute quadrangle and the surrounding seven quadrangles (CNPS 2025)
- Biogeographic Information and Observation System (BIOS) (CDFW 2025b)
- U.S. Department of Agriculture Web Soil Survey (USDA 2025)

General information regarding wildlife species present in the region was obtained from Unitt (2004) for birds, Tremor (2017) for mammals, and Stebbins (2018) and California Herps (Nafis 2025) for reptiles and amphibians.

Reconnaissance Survey

A Dudek biologist conducted a general floral inventory at a reconnaissance level and a habitat assessment for special-status plant species on the property on March 14, 2025.

Vegetation Mapping

Vegetation communities were evaluated within the biological study area on an aerial map at a 200 scale (1 inch = 200 feet). These boundaries and locations were digitized and downloaded by Dudek geographic information system (GIS) technicians using ArcGIS software. Vegetation communities and land covers were mapped using the Preliminary Descriptions of the Terrestrial Natural Communities of California (Holland 1986) as modified by San Diego County and noted in Vegetation Communities of San Diego County (Oberbauer et al. 2008).

Flora

Scientific and common names follow the Checklist of the Vascular Plants of San Diego County, 5th Edition (Rebman and Simpson 2014).

Fauna

A Dudek biologist conducted a general wildlife survey on the property on June 7, 2022, and July 1, 2022. Wildlife species detected during field surveys by sight, calls, tracks, scat, or other sign were recorded. Latin and common names of animals follow Crother (2017) for reptiles and amphibians, American Ornithological Society (AOS 2025) for birds, Wilson and Reeder (2005) for mammals, and North American Butterfly Association (NABA 2016) or San Diego Natural History Museum (SDNHM 2002) for butterflies.

Special-Status Plant and Wildlife Species Assessment

Endangered, rare, or threatened plant species as defined in Section 15380(b) of the CEQA Guidelines (14 CCR 15000 et seq.) are referred to as "special-status plant species" and, as used in this report, include (1) plant species listed, proposed for listing, or candidates for listing as endangered or threatened recognized in the context of the California Endangered Species Act (CESA) and the federal Endangered Species Act (FESA)/(CDFW 2025c); (2) plant species with a California Rare Plant Rank as designated by the California Native Plant Society (CNPS 2025); and/or (3) species listed on the Subarea Plan Proposed Covered Species list (City of Oceanside 2010). Species with a CRPR or 3 or 4 generally do not qualify for protection under CEQA; therefore, they are not considered special-status and impacts to these species are not analyzed further.

Endangered, rare, or threatened wildlife species as defined in CEQA Guidelines, Section 15380(b) (14 CCR 15000 et seq.), are referred to as "special-status wildlife species" and, as used in this analysis, include (1) wildlife species listed, proposed for listing, or candidates for listing as endangered or threatened recognized in the context of CESA and FESA (CDFW 2025d); (2) California Species of Special Concern as designated by CDFW (CDFW 2025e); (3) mammals and birds that are fully protected species as described in the California Fish and Game Code, Sections 4700 and 3511 (CDFW 2025f); and/or (4) species listed on the Subarea Plan Proposed Covered Species list (City of Oceanside 2010).

The potential for special-status plant species to occur within the Study Area was assessed based on known geographic and elevation ranges as well as habitat and soil conditions that are known to support species occurring in the region. Potential for special-status wildlife species to occur within the Study Area was assessed based on known geographic ranges, the presence/absence of suitable habitat, and other natural history elements that might predict their occurrence. After completion of the reconnaissance surveys, the potential for special-status plant and wildlife species to occur on or near the Project site was summarized according to the following categories. Because not all species are accommodated precisely by a given category (i.e., category definitions may be too restrictive), an expanded rationale for each category assignment is provided:

- Known to occur: the species has been documented on the property by a reliable source
- High potential to occur: the species has not been documented on the property but is known to recently occur in the vicinity and suitable habitat is present
- Moderate potential to occur: the species has not been documented on the property or in the vicinity, but the site is within the known range of the species and suitable habitat for the species is present
- Low potential to occur: the species has not been documented in the vicinity or on the property, but the site is within the known range of the species; however, suitable habitat for the species on site is of low quality
- Not expected to occur: the property is outside the known geographic or elevational range of the species and/or the site does not support suitable habitat for the species

4.3.1.2 Existing Biological Resources

Land Cover

Four land cover types were identified (Figure 4.3-1A, Biological Resources –Project Alternative 1, and Figure 4.3-1B, Biological Resources –Project Alternative 2) within the study area, as summarized in Table 4.3-1 and described after the table.

Table 4.3-1. Vegetation Communities and Land Covers

Vegetation/Land Cover Types[1]	Acreage
Beach	6.42
Open Water (Marine)	14.69
Disturbed Habitat (riprap)	0.17
Urban/Developed Land	30.93
Total	**52.21**

Note:

[1] There is no coastal bluff scrub within the study area. Sloped lands within the study area, for example near Betty's lot, are constructed and are not native landscape features. The constructed slope areas do not offer the same ecological function. In particular, these lands do not support any characteristic plant species described in Oberbauer for the coastal bluff scrub communities. While some succulent plants which are indicated as members of this community (i.e., *Carpobrotus edulis* or ice plant) may be present in the study area, these are non-native species which are often used for landscaping purposes on constructed slopes as present in the Project study area. Based on these points, the sloped/landscaped areas are within the urban/developed land cover category designation.

Beach

Beach habitat describes the sandy and/or cobbly portions of a costal strand, lagoon, or lake. Ocean beaches are a shoreline feature that result from the deposition of sand from waves and tidal action. Beaches are typically unvegetated, but upper portions may be thinly populated with herbaceous species (Oberbauer et al. 2008).

Within the proposed Project, beach habitat characterized by open sand was observed along the western edge of the study area, adjacent to the open waters of the Pacific Ocean. This section of beach is accessible to the public and is heavily trafficked. Beach is in Habitat Group A – marine habitat (City of Oceanside 2010).

Open Water (Marine)

Open water habitat lacks any vegetation and describes the inundated portions of a body of water (Oberbauer et al. 2008). The open water areas in the study area are described as marine waters and are associated with the Pacific Ocean.

At the Project site, portions of the existing Oceanside Pier stretch out into the open waters of the Pacific Ocean. The open waters of the ocean border the beach habitat within the study area. Open water is in Habitat Group A – open water (City of Oceanside 2010).

Disturbed Habitat (riprap)

Disturbed land includes areas that have been physically disturbed and are no longer recognizable as a native or naturalized vegetation association. These areas may continue to retain soil substrate. If vegetation is present, it is almost entirely composed of non-native vegetation, such as ornamentals or ruderal exotic species. Examples of these areas may include graded landscapes or areas, graded firebreaks, graded construction pads, temporary construction staging areas, off-road-vehicle trails, areas repeatedly cleared for fuel management, or areas that are repeatedly used in ways that prevent revegetation (e.g., parking lots, trails that have persisted for years) (Oberbauer et al. 2008).

This land cover also includes the riprap-lined seawall areas at the Project site's northern edge. The riprap is mostly devoid of vegetation. The line or mark left on the upper portion of the riprap indicates the high tide line and was left

on the shore by the highest point reached by tidal waters in the ocean. The downslope portion of riprap corresponds with the edge of the open waters of the Pacific Ocean.

Urban/Developed Land

Urban/developed land is a land cover type that includes areas where vegetation growth is prevented by an existing structure or material, such as a building or road, and includes ornamental vegetation associated with structures (Oberbauer et al. 2008). Urban/developed composes the entire Project site, this includes some areas with purposefully planted ornamental vegetation placed expressly for aesthetic purposes. Urban/developed land is not in a Habitat Group (City of Oceanside 2010).

Flora and Fauna

Only one plant species was recorded at the Project site, the non-native Mexican fan palm (*Washingtonia robusta*). A total of four wildlife species, all birds, were observed during field survey: western gull (*Larus occidentalis*), mourning dove (*Zenaida macroura*), house finch (*Haemorhous mexicanus*), American crow (*Corvus brachyrhynchos*).

Special-Status Plants

No special-status plants were observed during the reconnaissance survey and no special-status plants were determined to have potential to occur at the Project, as described in the Biological Resources Records Search (Appendix F).

Special-Status Wildlife

One special-status species was detected on site, western gull. Western gull is a USFWS Bird of Conservation Concern (BCC). The species nest only in places free from disturbance and isolated from predators, such as islands, headlands, and abandoned seaside structures such as piers or old buildings (Cornell University 2025). As such the species is not expected to nest and would only occur as a transient in the Project area. No other special status bird, mammals, reptiles, amphibians, insects, or invertebrates were observed during the survey.

Special-status wildlife species and the potential (high, medium, low, or not expected) for each to occur on site are included in Appendix F.

Bird species present on site, or potentially occurring, are protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC) Sections 3503–3513 and 3800–3801. Avoidance measures consistent with MBTA and CFGC requirements are described in Section 4.3.5, Mitigation Measures.

Wildlife Corridors/Habitat Linkages

The proposed Project is not located inside the Wildlife Corridor Planning Zone (WCPZ) designated by the Subarea Plan (City of Oceanside 2010; see Section 4.3.2, Regulatory Setting, for a description of the WCPZ). The site is partially surrounded by urban development on one side and the Pacific Ocean on the other and does not support any native vegetation communities.

Biological Buffer

Per Section 5.2.4 of the Draft Subarea Plan (City of Oceanside 2010), a 100-foot biological buffer shall be established for upland habitats, beginning at the outer edge of riparian vegetation. Since no riparian habits or lands meeting the definition of wetland according to the Draft Subarea Plan are within or near the Project site, no biological buffer is proposed.

4.3.2 Regulatory Setting

Federal

Endangered Species Act

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

The ESA allows for the issuance of incidental take permits for listed species under Section 7, which is generally available for Projects that also require other federal agency permits or other approvals, and under Section 10, which provides for the approval of habitat conservation plans on private property without any other federal agency involvement. Upon development of a habitat conservation plan, USFWS can issue incidental take permits for listed species.

Clean Water Act

Pursuant to Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers regulates the discharge of dredged and/or fill material into "waters of the United States." The term "wetlands" (a subset of waters of the United States) is defined in Title 33 of the Code of Federal Regulations, Section 328.3(b), as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." In the absence of wetlands, the limits of U.S. Army Corps of Engineers jurisdiction in non-tidal waters, such as intermittent streams, extend to the ordinary high water mark, which is defined in Title 33 of the Code of Federal Regulations, Section 328.3(e).

Rivers and Harbor Act

Section 10 of the Rivers and Harbors Act of 1899 regulates activities that affect navigable waters in the United States. It prohibits unauthorized obstructions or alterations of any navigable water. To conduct construction, excavation, or deposition of materials in, over, or under navigable waters, or any work that affects the course, location, condition, or capacity of such waters, a permit is required. The U.S. Army Corps of Engineers is responsible for issuing these permits and enforcing the provisions of Section 10.

Migratory Bird Treaty Act

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

State

California Department of Fish and Game Code

Section 3511, Birds; Section 4700, Mammals; Section 5050, Reptiles and Amphibians; and Section 5515, Fish, of the CFGC provide that designated fully protected species may not be taken or possessed without a permit. Incidental take of these species is not authorized by law.

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

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

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

California Endangered Species Act

CDFW administers the California Endangered Species Act (CESA), which prohibits the "take" of plant and animal species designated by the California Fish and Game Commission as endangered or threatened in the state of California. Under CESA Section 86, take is defined as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA Section 2053 stipulates that state agencies may not approve Projects that will "jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat essential to the continued existence of those species, if there are reasonable and prudent alternatives available consistent with conserving the species or its habitat which would prevent jeopardy."

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

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

A CESA permit may not authorize the take of "fully protected" species that are protected in other provisions of the CFGC.

Porter–Cologne Water Quality Control Act

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

California Environmental Quality Act

CEQA (California Public Resources Code, Section 21000 et seq.) and the CEQA Guidelines (14 CCR 15000 *et seq*.) require identification of a Project's potentially significant impacts on biological resources and feasible mitigation measures and alternatives that could avoid or reduce significant impacts. CEQA Guidelines Section 15380(b)(1) defines endangered animals or plants as species or subspecies whose "survival and reproduction in the wild are in

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

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

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

Section IV, Appendix G (Environmental Checklist Form) of the CEQA Guidelines (14 CCR 15000 et seq.) requires an evaluation of impacts to "any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service." The criteria used to determine the significance of impacts to biological resources under CEQA are provided in Section 4.3.3, Thresholds of Significance.

Local

North County Multiple Habitat Conservation Program

The North County Multiple Habitat Conservation Program (MHCP) is a long-term regional conservation plan established to protect sensitive species and habitats in northern San Diego County. The MHCP is divided into seven subarea plans—one for each jurisdiction within the MHCP—that are permitted and implemented separately from one another. The City of Carlsbad is the only city under the MHCP that has an approved and permitted subarea plan. The City of Oceanside Subarea Plan has been prepared and is used as a guidance document for development Projects in the City, but the Subarea Plan has not been approved or permitted (City of Oceanside 2010). The Project site is not located within a Biological Core and Linkage Area identified in the MHCP (SANDAG 2003, Figure 2-4) or Subarea Plan since it is located outside the San Luis Rey River.

Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan

The overall goal of the Subarea Plan is to contribute to regional biodiversity and the viability of rare, unique, or sensitive biological resources throughout Oceanside and the larger region while allowing public and private development to occur consistent with the City of Oceanside's General Plan and Capital Improvement Program. In addition, the Subarea Plan calls for the conservation of 90% to 100% of all hardline conservation areas; conservation of a minimum of 2,511 acres of existing native habitats as a biological preserve in Oceanside; conservation of a minimum of 95% of rare and narrow endemic species populations within the preserve and a

minimum of 80% throughout Oceanside as a whole; and restoration of a minimum of 164 acres of coastal sage scrub habitat within Oceanside, of which 145 acres will be within a WCPZ. Parcels within the WCPZ contribute to the north/south regional gnatcatcher steppingstone corridor (City of Oceanside 2010). Although the Subarea Plan is used as a guidance document for development Projects in Oceanside, the Subarea Plan has yet to be approved by the Oceanside City Council, and incidental take authority has therefore not been transferred to the City of Oceanside from USFWS and CDFW.

The Subarea Plan identifies undeveloped lands within Oceanside where conservation and management will achieve the Subarea Plan's biological goals while minimizing adverse effects on lands uses, economics, or private property rights. In addition, the Subarea Plan establishes preserve planning zones, the existing biological conditions and goals of which were used as foundations for their designation. The zones are defined for effective implementation of the Subarea Plan. Brief descriptions of the preserve planning zones are provided below (City of Oceanside 2010):

- **Wildlife Corridor Planning Zone.** The WCPZ extends from U.S. Marine Corps Base Camp Pendleton south to Buena Vista Creek. This zone varies in width from 1 to 2 miles along most of its length and is centered roughly on El Camino Real and the associated San Diego Gas & Electric Company electric transmission corridor. It encompasses those parcels that potentially contribute to the north–south, regional gnatcatcher steppingstone corridor, recognizing that existing preserve lands north of the San Luis Rey River complete the steppingstone corridor connection to U.S. Marine Corps Base Camp Pendleton. Although the Project site is disturbed due to its development and does not support the requisite sensitive habitat, the Project site is located within the WCPZ designated by the Subarea Plan (City of Oceanside 2010). The City uses the Subarea Plan as guidance for the review of new development proposals, and it states that new development within the WCPZ would need to conserve at least 50% of the parcel as open space and remove no more than 25% of the coastal sage scrub habitat. Deviations from these standards can be approved if (1) the amount of the conservation deficit is provided elsewhere within the WCPZ and is provided in addition to all other required mitigation; and (2) the alternative solution provides biologically superior conservation value as determined by the City and the Wildlife Agencies (City of Oceanside 2010). The proposed Project is a redevelopment of a previously developed site. The redevelopment area has been mapped as Urban/Developed.
- **Pre-Approved Mitigation Areas.** These areas represent land areas that have significant resource value and therefore will qualify for on-site mitigation credit. Development is allowed in pre-approved mitigation areas, subject to planning guidelines to avoid, minimize, and fully mitigate impacts. The Project is not located within a pre-approved mitigation area.
- **Agricultural Exclusion Zone.** This zone includes lands north of the San Luis Rey River that are planned for agricultural uses under the Oceanside General Plan. Ongoing agricultural practices may continue in this area as long as they do not remove existing natural habitats. The Project is not located within an agricultural exclusion zone.
- **Off-Site Mitigation Zone.** This zone includes all other parcels within the City that support natural vegetation outside of the WCPZ, agriculture exclusion zone, and coastal zone. The off-site mitigation zone includes several pre-approved mitigation areas. The Project site is not located within an off-site mitigation zone.
- **Coastal Zone.** This zone includes all areas within the City's coastal zone where the federal Coastal Zone Management Act and California Coastal Act policies apply. The Project is located within the coastal zone.

In addition to preserve planning zones, the Subarea Plan also identifies specific hardline and softline preserves. Generally, hardline preserves are areas that are already preserved to Subarea Plan standards, and softline

preserves are areas specifically targeted for preservation through application of Subarea Plan standards and policies. The Project site is not located within a hardline or softline preserve.

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

> Wherever development or other discretionary actions are proposed in or adjacent to riparian habitats along the San Luis Rey River, the riparian area and/or other wetlands and associated natural habitats shall be designated as biological open space and incorporated into the Preserve. In addition, a minimum 100-foot biological buffer shall be established for upland habitats, beginning at the outer edge of riparian vegetation. The following uses are prohibited in the 100-foot biological buffer: (1) new development; (2) new pedestrian and bike trails or passive recreational uses not already planned; and (3) fuel modification activities for new development. In the event that natural habitats do not currently (at the time of proposed action) cover the 100-foot buffer area, native habitats appropriate to the location and soils shall be restored as a condition of Project approval. In most cases, coastal sage scrub vegetation shall be the preferred habitat to restore within the biological buffer.

Since the Project is not adjacent to the San Lusi Rey River or any wetland/riparian habitats, no buffer areas are included. The Pacific Ocean and beach habitat do not meet the City's definition of riparian or wetland (City of Oceanside 2010).

City of Oceanside General Plan

The City's General Plan Land Use Element contains environmental resource management objectives and policies pertaining to biological resources (City of Oceanside 2002a). Applicable objectives and policies include the following:

> Vegetation and Wildlife Habitats, Objective. Recognition and preservation of significant areas with regard to vegetation and wildlife habitats.
>
> Policy 3.11A. A biological survey report, including a field survey, shall be required for a Proposed Project site if the site is largely or totally in a natural state or if high interest species of plants or animals have been found on nearby properties.
>
> Policy 3.11B. Where appropriate, the City shall apply open space land use designations and open space zoning to areas of significant scenic, ecological, or recreational value.
>
> Policy 3.11C. In areas where vegetation or wildlife habitat modification is inevitable, mitigation and/or compensatory measures such as native plant restoration, land reclamation, habitat replacement, or land interest donation would be considered.
>
> Policy 3.11D. Areas containing unique vegetation or wildlife habitats shall receive a high priority for preservation.

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

The Environmental Resource Management Element of the City's General Plan also contains long-range policy direction and action programs with respect to biological resources. The Environmental Resource Management Element contains a workable program designed to conserve natural resources and preserve open space. The long-range policy direction for biological resources is (City of Oceanside 2002b):

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

4.3.3 Thresholds of Significance

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

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
3. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.3.4 Impacts Analysis

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

Direct impacts are those that result in the direct removal of a biological resource through clearing, grubbing, and/or grading. These impacts are further classified as temporary or permanent: temporary impacts primarily result from staging or work areas outside of the permanent footprint that will be restored to their pre-Project conditions, and permanent impacts refer to the buildings, roads, and other permanent structures. As shown in Figure 4.3-2A, Biological Resources Impacts – Project Alternative 1, and Figure 4.3-2B, Biological Resources Impacts – Project Alternative 2, no temporary impacts are proposed; permanent impacts would occur in all areas of the biological study area (i.e., Project site).

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

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

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

Potential Project impacts were evaluated based on examination of the proposed Project alternative plans within the context of the biological resources documented during the field surveys and those biological resources known to occur or assessed as having a likely potential to occur at the Project site.

Direct Impacts to Special-Status Plant Species

No special-status plants were observed during the biological reconnaissance survey in March 2025, and none are expected to occur at the Project. Special-status plants evaluated but not expected to occur on the Project site are described in Appendix F.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Pier View Way Bridges Design Option 2: Reconstruction

Under Project Alternative 1, reconstruction of the Pier Way Bridges would not result in direct impacts to special-status plant species. No special-status plants were observed or are expected to occur at the Project. Special-status plants evaluated but not expected to occur on the Project site are described in Appendix F. Therefore, the Project would not result in direct impacts to special-status plant species and there would be **no impact**.

Lifeguard Headquarters

Under Project Alternative 1, reconstruction of the Lifeguard Headquarters would not result in direct impacts to special-status plant species. No special-status plants were observed or are expected to occur at the Project. Special-status plants evaluated but not expected to occur on the Project site are described in Appendix F. Therefore, the Project would not result in direct impacts to special-status plant species and there would be **no impact**.

Lifeguard Operations Building Design Option 2: Modified Three-Story Building

Under Project Alternative 1, the Modified Three-Story Lifeguard Operations Building design would not result in direct impacts to special-status plant species. No special-status plants were observed or are expected to occur at the Project. Special-status plants evaluated but not expected to occur on the Project site are described in Appendix F. Therefore, the Project would not result in direct impacts to special-status plant species and there would be **no impact**.

Community Plaza Area and Public Accommodations

Under Project Alternative 1, the Project includes various improvements to the existing community plaza area which would not result in direct impacts to special-status plant species. No special-status plants were observed dur or are expected to occur at the Project. Special-status plants evaluated but not expected to occur on the Project site are described in Appendix F. Therefore, the Project would not result in direct impacts to special-status plant species and there would be **no impact**.

Junior Seau Beach Community Center Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements

Under Project Alternative 1, the Project proposes cosmetic and non-structural improvements to the JSBCC which would not result in direct impacts to special-status plant species. No special-status plants were observed or are expected to occur at the Project. Special-status plants evaluated but not expected to occur on the Project site are described in Appendix F. Therefore, the Project would not result in direct impacts to special-status plant species and there would be **no impact**.

Junior Seau Amphitheater and Bandshell

Junior Seau Amphitheater Design Option 3: Reduced Profile and Elevator Relocation

Under Project Alternative 1, the Project includes construction of a reduced profile amphitheater which would not result in direct impacts to special-status plant species. No special-status plants were observed or are expected to occur at the Project. Special-status plants evaluated but not expected to occur on the Project site are described in Appendix F. Therefore, the Project would not result in direct impacts to special-status plant species and there would be **no impact**.

Junior Seau Bandshell Design Option 3: Reduced Height and Closed Bandshell (Complies with Proposition A)

Under Project Alternative 1, the Project includes replacement of the existing bandshell with a new and slightly larger Junior Seau Bandshell which would not result in direct impacts to special-status plant species. No special-status plants were observed or are expected to occur at the Project. Special-status plants evaluated but not expected to occur on the Project site are described in Appendix F. Therefore, the Project would not result in direct impacts to special-status plant species and there would be **no impact**.

Alternative 2: Betty's Lot

Under Project Alternative 2, the Project includes all components of Alternative 1 with the addition of Betty’s Lot.

Strand-Level Parking Structure

Under Project Alternative 2, a parking structure is considered at Strand-level or at-grade. This parking structure would build a cap over the existing parking lot which would not result in direct impacts to special-status plant species. No special-status plants were observed or are expected to occur at the Project. Special-status plants evaluated but not expected to occur on the Project site are described in Appendix F. Therefore, the Project would not result in direct impacts to special-status plant species and there would be **no impact**.

Mid-Level Park and Community Amenities

Under Project Alternative 2, new mid-level park would be made available as a result of the Strand-level parking structure. Installation of the park would not result in direct impacts to special-status plant species. No special-status plants were observed or are expected to occur at the Project. Special-status plants evaluated but not expected to occur on the Project site are described in Appendix F. Therefore, the Project would not result in direct impacts to special-status plant species and there would be **no impact**.

Street-Level Pedestrian Improvements

Under Project Alternative 2, stairs and ADA accessible site ramp would provide access from the mid-level park and amenities to and from North Pacific Street. At street-level, new sidewalks and paths may be developed to improve connectivity and pedestrian safety. Installation of these components would not result in direct impacts to special-status plant species. No special-status plants were observed or are expected to occur at the Project. Special-status plants evaluated but not expected to occur on the Project site are described in Appendix F. Therefore, the Project would not result in direct impacts to special-status plant species and there would be **no impact**.

Project Alternative 2 would not result in direct impacts to special-status plant species. No special-status plants were observed during the biological reconnaissance survey in March 2025, and none have moderate or high potential to occur at the Project. Special-status plants evaluated but not expected to occur on the Project site are described in Appendix F. Therefore, the Project would not result in direct impacts to special-status plant species and there would be **no impact**.

Alternative 3: No Project Alternative

Under this alternative, the City's existing recreational facilities would continue to be utilized and **no impact** to any special-status plant species would occur.

Direct Impacts to Special-Status Wildlife Species

No special-status wildlife species are expected to occur on the Project site as breeding or a resident.

The CFGC protects bird nests, and the MBTA prohibits the intentional take of any migratory bird or any part, nest, or eggs of any such bird. Impacts to migratory birds could occur during any form of clearing, grubbing, or other activities that result in the removal of vegetation occur during the nesting bird season; any impacts to active nests or the young of nesting bird species would be potentially significant.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Pier View Way Bridges Design Option 2: Reconstruction

Under Project Alternative 1, reconstruction of the Pier Way Bridges could result in direct impacts to nesting birds. Despite the lack of native habitats, nesting opportunity (e.g., vegetation associated with managed landscaping) for migratory birds does occur within each Project Alternative. Impacts to migratory birds could occur during any form of clearing, grubbing, or other activities that result in the removal of vegetation occur during the nesting bird season; any impacts to active nests or the young of nesting bird species would be potentially significant). This potential

impact shall be mitigated to less than significant through nesting bird surveys and establishment of appropriate buffers, as described in **Mitigation Measure (MM) BIO-1** (Nesting Bird Surveys) and **MM-BIO-2** (Temporary Installation of Fencing). Therefore, through implementation of these measures, impacts to special-status wildlife species are determined to be **less than significant**.

Lifeguard Headquarters

Under Project Alternative 1, reconstruction of the Lifeguard Headquarters could result in direct impacts to special-status wildlife species. Despite the lack of native habitats, nesting opportunity (e.g., vegetation associated with managed landscaping) for migratory birds does occur within each Project Alternative. Impacts to migratory birds could occur during any form of clearing, grubbing, or other activities that result in the removal of vegetation occur during the nesting bird season; any impacts to active nests or the young of nesting bird species would be potentially significant. This potential impact shall be mitigated to less than significant through nesting bird surveys and establishment of appropriate buffers, as described in **MM-BIO-1** and **MM-BIO-2**. Therefore, through implementation of these measures, impacts to special-status wildlife species are determined to be **less than significant**.

Lifeguard Operations Building Design Option 2: Modified Three-Story Building

Under Project Alternative 1, the Modified Three-Story Lifeguard Operations Building design could result in direct impacts to special-status wildlife species. Despite the lack of native habitats, nesting opportunity (e.g., vegetation associated with managed landscaping) for migratory birds does occur within each Project Alternative. Impacts to migratory birds could occur during any form of clearing, grubbing, or other activities that result in the removal of vegetation occur during the nesting bird season; any impacts to active nests or the young of nesting bird species would be potentially significant. This potential impact shall be mitigated to less than significant through nesting bird surveys and establishment of appropriate buffers, as described in **MM-BIO-1** and **MM-BIO-2**. Therefore, through implementation of these measures, impacts to special-status wildlife species are determined to be **less than significant**.

Community Plaza Area and Public Accommodations

Under Project Alternative 1, the Project includes various improvements to the existing community plaza area which could result in direct impacts to special-status wildlife species. Despite the lack of native habitats, nesting opportunity (e.g., vegetation associated with managed landscaping) for migratory birds does occur within each Project Alternative. Impacts to migratory birds could occur during any form of clearing, grubbing, or other activities that result in the removal of vegetation occur during the nesting bird season; any impacts to active nests or the young of nesting bird species would be potentially significant. This potential impact shall be mitigated to less than significant through nesting bird surveys and establishment of appropriate buffers, as described in **MM-BIO-1** and **MM-BIO-2**. Therefore, through implementation of these measures, impacts to special-status wildlife species are determined to be **less than significant**.

Junior Seau Beach Community Center Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements

Under Project Alternative 1, the Project proposes cosmetic and non-structural improvements to the JSBCC which wo could result in direct impacts to special-status wildlife species. Despite the lack of native habitats, nesting opportunity (e.g., vegetation associated with managed landscaping) for migratory birds does occur within each

Project Alternative. Impacts to migratory birds could occur during any form of clearing, grubbing, or other activities that result in the removal of vegetation occur during the nesting bird season; any impacts to active nests or the young of nesting bird species would be potentially significant. This potential impact shall be mitigated to less than significant through nesting bird surveys and establishment of appropriate buffers, as described in **MM-BIO-1** and **MM-BIO-2**. Therefore, though implementation of these measures, impacts to special-status wildlife species are determined to be **less than significant**.

Junior Seau Amphitheater and Bandshell

Junior Seau Amphitheater Design Option 3: Reduced Profile and Elevator Relocation

Under Project Alternative 1, the Project includes construction of a reduced profile amphitheater which could result in direct impacts to special-status wildlife species. Despite the lack of native habitats, nesting opportunity (e.g., vegetation associated with managed landscaping) for migratory birds does occur within each Project Alternative. Impacts to migratory birds could occur during any form of clearing, grubbing, or other activities that result in the removal of vegetation occur during the nesting bird season; any impacts to active nests or the young of nesting bird species would be potentially significant. This potential impact shall be mitigated to less than significant through nesting bird surveys and establishment of appropriate buffers, as described in **MM-BIO-1** and **MM-BIO-2**. Therefore, though implementation of these measures, impacts to special-status wildlife species are determined to be **less than significant**.

Junior Seau Bandshell Design Option 3: Reduced Height and Closed Bandshell (Complies with Proposition A)

Under Project Alternative 1, the Project includes replacement of the existing bandshell with a new and slightly larger Junior Seau Bandshell which could result in direct impacts to special-status wildlife species. Despite the lack of native habitats, nesting opportunity (e.g., vegetation associated with managed landscaping) for migratory birds does occur within each Project Alternative. Impacts to migratory birds could occur during any form of clearing, grubbing, or other activities that result in the removal of vegetation occur during the nesting bird season; any impacts to active nests or the young of nesting bird species would be potentially significant. This potential impact shall be mitigated to less than significant through nesting bird surveys and establishment of appropriate buffers, as described in **MM-BIO-1** and **MM-BIO-2**. Therefore, though implementation of these measures, impacts to special-status wildlife species are determined to be **less than significant**.

Alternative 2: Betty's Lot

Under Project Alternative 2, the Project includes all components of Alternative 1 with the addition of Betty’s Lot.

Strand-Level Parking Structure

Under Project Alternative 2, a parking structure is considered at Strand-level or at-grade. This parking structure would build a cap over the existing parking lot which could result in direct impacts to special-status wildlife species. Despite the lack of native habitats, nesting opportunity (e.g., vegetation associated with managed landscaping) for migratory birds does occur within each Project Alternative. Impacts to migratory birds could occur during any form of clearing, grubbing, or other activities that result in the removal of vegetation occur during the nesting bird season; any impacts to active nests or the young of nesting bird species would be potentially significant. This potential impact shall be mitigated to less than significant through nesting bird surveys and establishment of appropriate

buffers, as described in **MM-BIO-1** and **MM-BIO-2**. Therefore, through implementation of these measures, impacts to special-status wildlife species are determined to be **less than significant**.

Mid-Level Park and Community Amenities

Under Project Alternative 2, new mid-level park would be made available as a result of the Strand-level parking structure. Installation of the park could result in direct impacts to special-status wildlife species. Despite the lack of native habitats, nesting opportunity (e.g., vegetation associated with managed landscaping) for migratory birds does occur within each Project Alternative. Impacts to migratory birds could occur during any form of clearing, grubbing, or other activities that result in the removal of vegetation occur during the nesting bird season; any impacts to active nests or the young of nesting bird species would be potentially significant. This potential impact shall be mitigated to less than significant through nesting bird surveys and establishment of appropriate buffers, as described in **MM-BIO-1** and **MM-BIO-2**. Therefore, through implementation of these measures, impacts to special-status wildlife species are determined to be **less than significant**.

Street-Level Pedestrian Improvements

Under Project Alternative 2, stairs and ADA accessible site ramp would provide access from the mid-level park and amenities to and from North Pacific Street. At street-level, new sidewalks and paths may be developed to improve connectivity and pedestrian safety. Installation of these components could result in direct impacts to special-status wildlife species. Despite the lack of native habitats, nesting opportunity (e.g., vegetation associated with managed landscaping) for migratory birds does occur within each Project Alternative. Impacts to migratory birds could occur during any form of clearing, grubbing, or other activities that result in the removal of vegetation occur during the nesting bird season; any impacts to active nests or the young of nesting bird species would be potentially significant. This potential impact shall be mitigated to less than significant through nesting bird surveys and establishment of appropriate buffers, as described in **MM-BIO-1** and **MM-BIO-2**. Therefore, through implementation of these measures, impacts to special-status wildlife species are determined to be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the City's existing recreational facilities would continue to be utilized and **no impact** to any special-status wildlife species would occur.

Indirect Impacts

No special-status plant and wildlife species are expected to occur on the Project site and adjacent areas, so none of the alternatives would have an impact. Therefore, the Project would have **no impact**.

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

The Project will not disturb any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or USFWS. As disclosed in Table 4.3-2, the Project Alternatives will only impact developed land. Therefore, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or USFWS.

Table 4.3-2. Impacts to Vegetation Communities and Land Covers within Project Alternatives 1 and 2

Vegetation/Land Cover Types	Alternative 1 Impact Acreage	Alternative 2 Impact Acreage
Beach	0.00	0.00
Open Water (Marine)	0.00	0.00
Disturbed Habitat (riprap)	0.00	0.00
Urban/Developed Land	XX	YY
Total	**XX**	**YY**

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Pier View Way Bridges Design Option 2: Reconstruction

Under Project Alternative 1, reconstruction of the Pier Way Bridges would not disturb any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or USFWS. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Lifeguard Headquarters

Under Project Alternative 1, reconstruction of the Lifeguard Headquarters would not disturb any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or USFWS. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Lifeguard Operations Building Design Option 2: Modified Three-Story Building

Under Project Alternative 1, the Modified Three-Story Lifeguard Operations Building design would not disturb any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or USFWS. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Community Plaza Area and Public Accommodations

Under Project Alternative 1, the Project includes various improvements to the existing community plaza area which would not disturb any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or USFWS. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Junior Seau Beach Community Center Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements

Under Project Alternative 1, the Project proposes cosmetic and non-structural improvements to the JSBCC which would not disturb any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or USFWS. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Junior Seau Amphitheater and Bandshell

Junior Seau Amphitheater Design Option 3: Reduced Profile and Elevator Relocation

Under Project Alternative 1, the Project includes construction of a reduced profile amphitheater which would not disturb any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or USFWS. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Junior Seau Bandshell Design Option 3: Reduced Height and Closed Bandshell (Complies with Proposition A)

Under Project Alternative 1, the Project includes replacement of the existing bandshell with a new and slightly larger Junior Seau Bandshell which would not disturb any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or USFWS. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Alternative 2: Betty's Lot

Under Project Alternative 2, the Project includes all components of Alternative 1 with the addition of Betty's Lot.

Strand-Level Parking Structure

Under Project Alternative 2, a parking structure is considered at Strand-level or at-grade. This parking structure would build a cap over the existing parking lot which would not disturb any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or USFWS. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Mid-Level Park and Community Amenities

Under Project Alternative 2, new mid-level park would be made available as a result of the Strand-level parking structure. Installation of the park would not disturb any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or USFWS. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Street-Level Pedestrian Improvements

Under Project Alternative 2, stairs and ADA accessible site ramp would provide access from the mid-level park and amenities to and from North Pacific Street. At street-level, new sidewalks and paths may be developed to improve connectivity and pedestrian safety. Installation of these components would not disturb any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or USFWS. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Alternative 3: No Project Alternative

Under this alternative, the City's existing recreational facilities would continue to be utilized and **no impact** to any riparian habitat or other sensitive natural community would occur.

Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Pier View Way Bridges Design Option 2: Reconstruction

Under Project Alternative 1, reconstruction of the Pier Way Bridges would not disturb any state or federally protected wetland habitat. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Lifeguard Headquarters

Under Project Alternative 1, reconstruction of the Lifeguard Headquarters would not disturb any state or federally protected wetland habitat. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Lifeguard Operations Building Design Option 2: Modified Three-Story Building

Under Project Alternative 1, the Modified Three-Story Lifeguard Operations Building design would not disturb any state or federally protected wetland habitat. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Community Plaza Area and Public Accommodations

Under Project Alternative 1, the Project includes various improvements to the existing community plaza area which would not disturb any state or federally protected wetland habitat. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Junior Seau Beach Community Center Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements

Under Project Alternative 1, the Project proposes cosmetic and non-structural improvements to the JSBCC which would not disturb any state or federally protected wetland habitat. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Junior Seau Amphitheater and Bandshell

Junior Seau Amphitheater Design Option 3: Reduced Profile and Elevator Relocation

Under Project Alternative 1, the Project includes construction of an amphitheater which would not disturb any state or federally protected wetland habitat. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Junior Seau Bandshell Design Option 3: Reduced Height and Closed Bandshell (Complies with Proposition A)

Under Project Alternative 1, the Project includes replacement of the existing bandshell with a new and slightly larger Junior Seau Bandshell which would not disturb any state or federally protected wetland habitat. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Alternative 2: Betty's Lot

Under Project Alternative 2, the Project includes all components of Alternative 1 with the addition of Betty's Lot.

Strand-Level Parking Structure

Under Project Alternative 2, a parking structure is considered at Strand-level or at-grade. This parking structure would build a cap over the existing parking lot which would not disturb any state or federally protected wetland habitat. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Mid-Level Park and Community Amenities

Under Project Alternative 2, new mid-level park would be made available as a result of the Strand-level parking structure. Installation of the park would not disturb any state or federally protected wetland habitat. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Street-Level Pedestrian Improvements

Under Project Alternative 2, stairs and ADA accessible site ramp would provide access from the mid-level park and amenities to and from North Pacific Street. At street-level, new sidewalks and paths may be developed to improve connectivity and pedestrian safety. Installation of these components would not disturb any state or federally protected wetland habitat. As disclosed in Table 4.3-2, Project Alternative 1 will only impact developed land. Therefore, the Project would have **no impact**.

Alternative 3: No Project Alternative

Under this alternative, the City's existing recreational facilities would continue to be utilized and **no impact** to any state or federally protected wetland habitat would occur.

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

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Pier View Way Bridges Design Option 2: Reconstruction

Under Project Alternative 1, reconstruction of the Pier Way Bridges would not disturb any wildlife corridors or impede the use of nursery sites. The Project is not located within the WCPZ identified by the Draft Subarea Plan (City of Oceanside 2010). Therefore, the Project would have **no impact**.

Lifeguard Headquarters

Under Project Alternative 1, reconstruction of the Lifeguard Headquarters would not disturb any wildlife corridors or impede the use of nursery sites. The Project is in a heavily developed section of the City, adjacent to a popular public beach and high-traffic roadway. The public beach habitat within the study area is not developed but is a high-traffic area that lacks any natural vegetative or manmade cover, reducing the likelihood that the area would be utilized extensively by terrestrial wildlife movement. The Project is not located within the WCPZ identified by the Draft Subarea Plan (City of Oceanside 2010). Therefore, the Project would have **no impact**.

Lifeguard Operations Building Design Option 2: Modified Three-Story Building

Under Project Alternative 1, the Modified Three-Story Lifeguard Operations Building design would not disturb any wildlife corridors or impede the use of nursery sites. The Project is in a heavily developed section of the City, adjacent to a popular public beach and high-traffic roadway. The public beach habitat within the study area is not developed but is a high-traffic area that lacks any natural vegetative or manmade cover, reducing the likelihood that the area would be utilized extensively by terrestrial wildlife movement. The Project is not located within the WCPZ identified by the Draft Subarea Plan (City of Oceanside 2010). Therefore, the Project would have **no impact**.

Community Plaza Area and Public Accommodations

Under Project Alternative 1, the Project includes various improvements to the existing community plaza area which would not disturb any wildlife corridors or impede the use of nursery sites. The Project is in a heavily developed section of the City, adjacent to a popular public beach and high-traffic roadway. The public beach habitat within the study area is not developed but is a high-traffic area that lacks any natural vegetative or manmade cover, reducing the likelihood that the area would be utilized extensively by terrestrial wildlife movement. The Project is not located within the WCPZ identified by the Draft Subarea Plan (City of Oceanside 2010). Therefore, the Project would have **no impact**.

Junior Seau Beach Community Center Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements

Under Project Alternative 1, the Project proposes cosmetic and non-structural improvements to the JSBCC which would not disturb any wildlife corridors or impede the use of nursery sites. The Project is in a heavily developed section of the City, adjacent to a popular public beach and high-traffic roadway. The public beach habitat within the study area is not developed but is a high-traffic area that lacks any natural vegetative or manmade cover, reducing the likelihood that the area would be utilized extensively by terrestrial wildlife movement. The Project is not located within the WCPZ identified by the Draft Subarea Plan (City of Oceanside 2010). Therefore, the Project would have **no impact**.

Junior Seau Amphitheater and Bandshell

Junior Seau Amphitheater Design Option 3: Reduced Profile and Elevator Relocation

Under Project Alternative 1, the Project includes construction of a reduced profile amphitheater which would not disturb any wildlife corridors or impede the use of nursery sites. The Project is in a heavily developed section of the City, adjacent to a popular public beach and high-traffic roadway. The public beach habitat within the study area is not developed but is a high-traffic area that lacks any natural vegetative or manmade cover, reducing the likelihood that the area would be utilized extensively by terrestrial wildlife movement. The Project is not located within the WCPZ identified by the Draft Subarea Plan (City of Oceanside 2010). Therefore, the Project would have **no impact**.

Junior Seau Bandshell Design Option 3: Reduced Height and Closed Bandshell (Complies with Proposition A)

Under Project Alternative 1, the Project includes replacement of the existing bandshell with a new and slightly larger Junior Seau Bandshell would not disturb any wildlife corridors or impede the use of nursery sites. The Project is in a heavily developed section of the City, adjacent to a popular public beach and high-traffic roadway. The public beach habitat within the study area is not developed but is a high-traffic area that lacks any natural vegetative or manmade cover, reducing the likelihood that the area would be utilized extensively by terrestrial wildlife movement. The Project is not located within the WCPZ identified by the Draft Subarea Plan (City of Oceanside 2010). Therefore, the Project would have **no impact**.

Alternative 2: Betty's Lot

Under Project Alternative 2, the Project includes all components of Alternative 1 with the addition of the proposed improvements to Betty's Lot.

Strand-Level Parking Structure

Under Project Alternative 2, a parking structure is considered at Strand-level or at-grade. This parking structure would build a cap over the existing parking lot which would not disturb any wildlife corridors or impede the use of nursery sites. The Project is in a heavily developed section of the City, adjacent to a popular public beach and high-traffic roadway. The public beach habitat within the study area is not developed but is a high-traffic area that lacks any natural vegetative or manmade cover, reducing the likelihood that the area would be utilized extensively by terrestrial wildlife movement. The Project is not located within the WCPZ identified by the Draft Subarea Plan (City of Oceanside 2010). Therefore, the Project would have **no impact**.

Mid-Level Park and Community Amenities

Under Project Alternative 2, new mid-level park would be made available as a result of the Strand-level parking structure. Installation of the park would not disturb any wildlife corridors or impede the use of nursery sites. The Project is in a heavily developed section of the City, adjacent to a popular public beach and high-traffic roadway. The public beach habitat within the study area is not developed but is a high-traffic area that lacks any natural vegetative or manmade cover, reducing the likelihood that the area would be utilized extensively by terrestrial wildlife movement. The Project is not located within the WCPZ identified by the Draft Subarea Plan (City of Oceanside 2010). Therefore, the Project would have **no impact**.

Street-Level Pedestrian Improvements

Under Project Alternative 2, stairs and ADA accessible site ramp would provide access from the mid-level park and amenities to and from North Pacific Street. At street-level, new sidewalks and paths may be developed to improve connectivity and pedestrian safety. Installation of these components would not disturb any wildlife corridors or impede the use of nursery sites. The Project is in a heavily developed section of the City, adjacent to a popular public beach and high-traffic roadway. The public beach habitat within the study area is not developed but is a high-traffic area that lacks any natural vegetative or manmade cover, reducing the likelihood that the area would be utilized extensively by terrestrial wildlife movement. The Project is not located within the WCPZ identified by the Draft Subarea Plan (City of Oceanside 2010). Therefore, the Project would have **no impact**.

Short-term indirect impacts to habitat connectivity and wildlife corridors could result from adjacent increased human activity associated with the Project. Project construction would occur during the daytime and would not affect wildlife species, such as mammals, that are most active in evenings and nighttime. Wildlife species such as birds, rabbits, and lizards are active in the daytime but use a variety of habitats and could continue using other areas within and adjacent to the biological study area for wildlife movement.

Short-term indirect impacts shall be mitigated to less than significant through implementation of **MM-BIO-1** and **MM-BIO-2**.

Long-term indirect impacts include increased human activity and lighting. Increased human activity can deter wildlife from using habitat areas near the Project footprint. However, the proposed development is situated in a previously graded area with existing human disturbance. Lighting will be directed downward and away from the Pacific Ocean. The buildings and parking areas associated with each Project Alternative would include lighting designed to minimize light pollution and preserve dark skies while enhancing safety, security, and functionality. As discussed in Section 4.1, Aesthetics, compliance with the City's Municipal Code would restrict nighttime light pollution and light trespass on adjacent properties. Therefore, new sources of day or nighttime lighting associated with the Project would not be considered substantial.

Potential short-term and long-term indirect impacts that could interfere with the movement of fish and wildlife species could result in impacts. However, the Project would implement **MM-BIO-1** and **MM-BIO-2**. Accordingly, the Project would not 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 with implementation of **MM-BIO-1** and **MM-BIO-2**; impacts would be **less than significant with mitigation incorporated.**

Alternative 3: No Project Alternative

Under this alternative, the City's existing recreational facilities would continue to be utilized and **no impact** to any wildlife corridor would occur.

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

Except as discussed below regarding the tree replacement policy, the City of Oceanside does not have local ordinances adopted for the purpose of protecting biological resources, besides its tree replacement policy. The City's General Plan biological policies are identified in Section 4.3.2. In accordance with General Plan Policy 3.11A, a technical biological analysis has been completed for the Project and is described in this PEIR. The analysis includes a field survey, informal jurisdictional delineation, and a desktop review of literature to assess potential impacts to sensitive biological resources that would result from implementation of the proposed Project alternatives. This analysis and associated surveys were performed in accordance with applicable plans, policies, and ordinances set forth by the Wildlife Agencies, the City, and current industry standards. Thus, the Project is in compliance with General Plan Policy 3.11A.

General Plan Policy 3.11C requires the preservation of biological resources or, where vegetation and habitat modification is inevitable, appropriate mitigation for potential impacts. The proposed Project will not result in the modification of any native vegetation. As described above, the proposed Project would have potentially significant indirect impacts to sensitive biological resources. Appropriate mitigation measures consistent with the Subarea Plan and in compliance with applicable federal, state, and local codes are required and incorporated into this PEIR. These indirect impacts would be potentially significant prior to mitigation. With implementation of **MM-BIO-1** through **MM-BIO-2**, outlined in Section 4.3.5 below, the Project would be in compliance with General Plan Policy 3.11C.

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

The City of Oceanside landscape regulations require a tree survey showing all existing trees on a Project site to be relocated or removed, labeled with tree type, quantities, and diameter at breast height for canopy trees and/or brown trunk height for palms. The City mandates a 1:1 replacement ratio for any tree removed concerning its diameter at breast height and brown trunk height. Therefore, whenever a tree is removed, it is a requirement to replace it with a new tree of equivalent trunk diameter and brown trunk height. This rule ensures that there is no reduction in the total number or size of trees, maintaining the integrity of the urban tree population.

As previously described, the Project site as it exists is heavily developed and does not include any native trees on site, though some ornamental trees exist within the disturbed habitat area. Ornamentals in this area are chiefly composed of non-native Mexican fan palm. The Project proposes a detailed landscape plan for the site, including tree and shrub plantings designed to enhance key site and architectural elements and to screen the perimeter edges of the Project area. The Project would be consistent with and would not conflict with the City's landscape regulations, and a tree survey would not be required.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Pier View Way Bridges Design Option 2: Reconstruction

Under Project Alternative 1, reconstruction of the Pier Way Bridges would not conflict with any local ordinances related to biological resources except for its tree replacement policy which is addressed through the landscape design. The proposed Project would comply General Plan Policy 3.11A and does not conflict with policies 3.11B, 3.11D, or 3.11E. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project would comply with Policy 3.11C and impacts would be **less than significant with mitigation incorporated**.

Lifeguard Headquarters

Under Project Alternative 1, reconstruction of the Lifeguard Headquarters would not conflict with any local ordinances related to biological resources except for its tree replacement policy which is addressed through the landscape design. The proposed Project would comply General Plan Policy 3.11A and does not conflict with policies 3.11B, 3.11D, or 3.11E. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project would comply with Policy 3.11C and impacts would be **less than significant with mitigation incorporated**.

Lifeguard Operations Building Design Option 2: Modified Three-Story Building

Under Project Alternative 1, the Modified Three-Story Lifeguard Operations Building design would not conflict with any local ordinances related to biological resources except for its tree replacement policy which is addressed through the landscape design. The proposed Project would comply General Plan Policy 3.11A and does not conflict with policies 3.11B, 3.11D, or 3.11E. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project would comply with Policy 3.11C and impacts would be **less than significant with mitigation incorporated**.

Community Plaza Area and Public Accommodations

Under Project Alternative 1, the Project includes various improvements to the existing community plaza area which would not conflict with any local ordinances related to biological resources except for its tree replacement policy which is addressed through the landscape design. The proposed Project would comply General Plan Policy 3.11A and does not conflict with policies 3.11B, 3.11D, or 3.11E. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project would comply with Policy 3.11C and impacts would be **less than significant with mitigation incorporated**.

Junior Seau Beach Community Center Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements

Under Project Alternative 1, the Project proposes cosmetic and non-structural improvements to the JSBCC which would not conflict with any local ordinances related to biological resources except for its tree replacement policy which is addressed through the landscape design. The proposed Project would comply General Plan Policy 3.11A and does not conflict with policies 3.11B, 3.11D, or 3.11E. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project would comply with Policy 3.11C and impacts would be **less than significant with mitigation incorporated**.

Junior Seau Amphitheater and Bandshell

Junior Seau Amphitheater Design Option 3: Reduced Profile and Elevator Relocation

Under Project Alternative 1, the Project includes construction of a reduced profile amphitheater which would not conflict with any local ordinances related to biological resources except for its tree replacement policy which is addressed through the landscape design. The proposed Project would comply General Plan Policy 3.11A and does not conflict with policies 3.11B, 3.11D, or 3.11E. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project would comply with Policy 3.11C and impacts would be **less than significant with mitigation incorporated**.

Junior Seau Bandshell Design Option 3: Reduced Height and Closed Bandshell (Complies with Proposition A)

Under Project Alternative 1, the Project includes replacement of the existing bandshell with a new and slightly larger Junior Seau Bandshell would not conflict with any local ordinances related to biological resources except for its tree replacement policy which is addressed through the landscape design. The proposed Project would comply General Plan Policy 3.11A and does not conflict with policies 3.11B, 3.11D, or 3.11E. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project would comply with Policy 3.11C and impacts would be **less than significant with mitigation incorporated**.

Alternative 2: Betty's Lot

Under Project Alternative 2, the Project includes all components of Alternative 1 with the addition of the proposed improvements to Betty's Lot.

Strand-Level Parking Structure

Under Project Alternative 2, a parking structure is considered at Strand-level or at-grade. This parking structure would build a cap over the existing parking lot which would not conflict with any local ordinances related to biological resources except for its tree replacement policy which is addressed through the landscape design. The proposed Project would comply General Plan Policy 3.11A and does not conflict with policies 3.11B, 3.11D, or 3.11E. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project would comply with Policy 3.11C and impacts would be **less than significant with mitigation incorporated**.

Mid-Level Park and Community Amenities

Under Project Alternative 2, new mid-level park would be made available as a result of the Strand-level parking structure. Installation of the park would not conflict with any local ordinances related to biological resources except for its tree replacement policy which is addressed through the landscape design. The proposed Project would comply General Plan Policy 3.11A and does not conflict with policies 3.11B, 3.11D, or 3.11E. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project would comply with Policy 3.11C and impacts would be **less than significant with mitigation incorporated**.

Street-Level Pedestrian Improvements

Under Project Alternative 2, stairs and ADA accessible site ramp would provide access from the mid-level park and amenities to and from North Pacific Street. At street-level, new sidewalks and paths may be developed to improve connectivity and pedestrian safety. Installation of these components would not conflict with any local ordinances

related to biological resources except for its tree replacement policy which is addressed through the landscape design. The proposed Project would comply General Plan Policy 3.11A and does not conflict with policies 3.11B, 3.11D, or 3.11E. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project would comply with Policy 3.11C and impacts would be **less than significant with mitigation incorporated**.

Alternative 3: No Project Alternative

Under this alternative, the City's existing recreational facilities would continue to be utilized and **no impact** to any local ordinance would occur.

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

No adopted or approved habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plans apply to the Project. Consistent with City policy, the proposed Project was assessed for consistency with the Subarea Plan. The design features of each Project Alternative are consistent with the Draft Subarea Plan; therefore, the Project is in compliance with the Subarea Plan. In accordance with Section 5.2.8 of the Subarea Plan (City of Oceanside 2010), implementation of **MM-BIO-1** through **MM-BIO-2**, outlined below, would further ensure compliance with the Subarea Plan.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Pier View Way Bridges Design Option 2: Reconstruction

Under Project Alternative 1, reconstruction of the Pier Way Bridges would not conflict with local, regional, or state habitat conservation plans. As proposed, the Project is in compliance with the City of Oceanside Subarea Plan. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project impacts would be **less than significant with mitigation incorporated**.

Lifeguard Headquarters

Under Project Alternative 1, reconstruction of the Lifeguard Headquarters would not conflict with local, regional, or state habitat conservation plans. As proposed, the Project is in compliance with the City of Oceanside Subarea Plan. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project impacts would be **less than significant with mitigation incorporated**.

Lifeguard Operations Building Design Option 2: Modified Three-Story Building

Under Project Alternative 1, the Modified Three-Story Lifeguard Operations Building design would not conflict with local, regional, or state habitat conservation plans. As proposed, the Project is in compliance with the City of Oceanside Subarea Plan. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project impacts would be **less than significant with mitigation incorporated**.

Community Plaza Area and Public Accommodations

Under Project Alternative 1, the Project includes various improvements to the existing community plaza area which would not conflict with local, regional, or state habitat conservation plans. As proposed, the Project is in compliance with the City of Oceanside Subarea Plan. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project impacts would be **less than significant with mitigation incorporated**.

Junior Seau Beach Community Center Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements

Under Project Alternative 1, the Project proposes cosmetic and non-structural improvements to the JSBCC which would not conflict with local, regional, or state habitat conservation plans. As proposed, the Project is in compliance with the City of Oceanside Subarea Plan. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project impacts would be **less than significant with mitigation incorporated**.

Junior Seau Amphitheater and Bandshell

Junior Seau Amphitheater Design Option 3: Reduced Profile and Elevator Relocation

Under Project Alternative 1, the Project includes construction of a reduced profile amphitheater which would not conflict with local, regional, or state habitat conservation plans. As proposed, the Project is in compliance with the City of Oceanside Subarea Plan. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project impacts would be **less than significant with mitigation incorporated**.

Junior Seau Bandshell Design Option 3: Reduced Height and Closed Bandshell (Complies with Proposition A)

Under Project Alternative 1, the Project includes replacement of the existing bandshell with a new and slightly larger Junior Seau Bandshell would not conflict with local, regional, or state habitat conservation plans. As proposed, the Project is in compliance with the City of Oceanside Subarea Plan. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project impacts would be **less than significant with mitigation incorporated**.

Alternative 2: Betty's Lot

Under Project Alternative 2, the Project includes all components of Alternative 1 with the addition of the proposed improvements to Betty’s Lot.

Strand-Level Parking Structure

Under Project Alternative 2, a parking structure is considered at Strand-level or at-grade. This parking structure would build a cap over the existing parking lot which would not conflict with local, regional, or state habitat conservation plans. As proposed, the Project is in compliance with the City of Oceanside Subarea Plan. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project impacts would be **less than significant with mitigation incorporated**.

Mid-Level Park and Community Amenities

Under Project Alternative 2, new mid-level park would be made available as a result of the Strand-level parking structure. Installation of the park would not conflict with local, regional, or state habitat conservation plans. As proposed, the Project is in compliance with the City of Oceanside Subarea Plan. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project impacts would be **less than significant with mitigation incorporated**.

Street-Level Pedestrian Improvements

Under Project Alternative 2, stairs and ADA accessible site ramp would provide access from the mid-level park and amenities to and from North Pacific Street. At street-level, new sidewalks and paths may be developed to improve connectivity and pedestrian safety. Installation of these components would not conflict with local, regional, or state habitat conservation plans. As proposed, the Project is in compliance with the City of Oceanside Subarea Plan. With implementation of **MM-BIO-1** through **MM-BIO-2**, the Project impacts would be **less than significant with mitigation incorporated**.

Alternative 3: No Project Alternative

Under this alternative, the City's existing recreational facilities would continue to be utilized and **no impact** to any local, regional, or state habitat conservation plans would occur.

4.3.5 Mitigation Measures

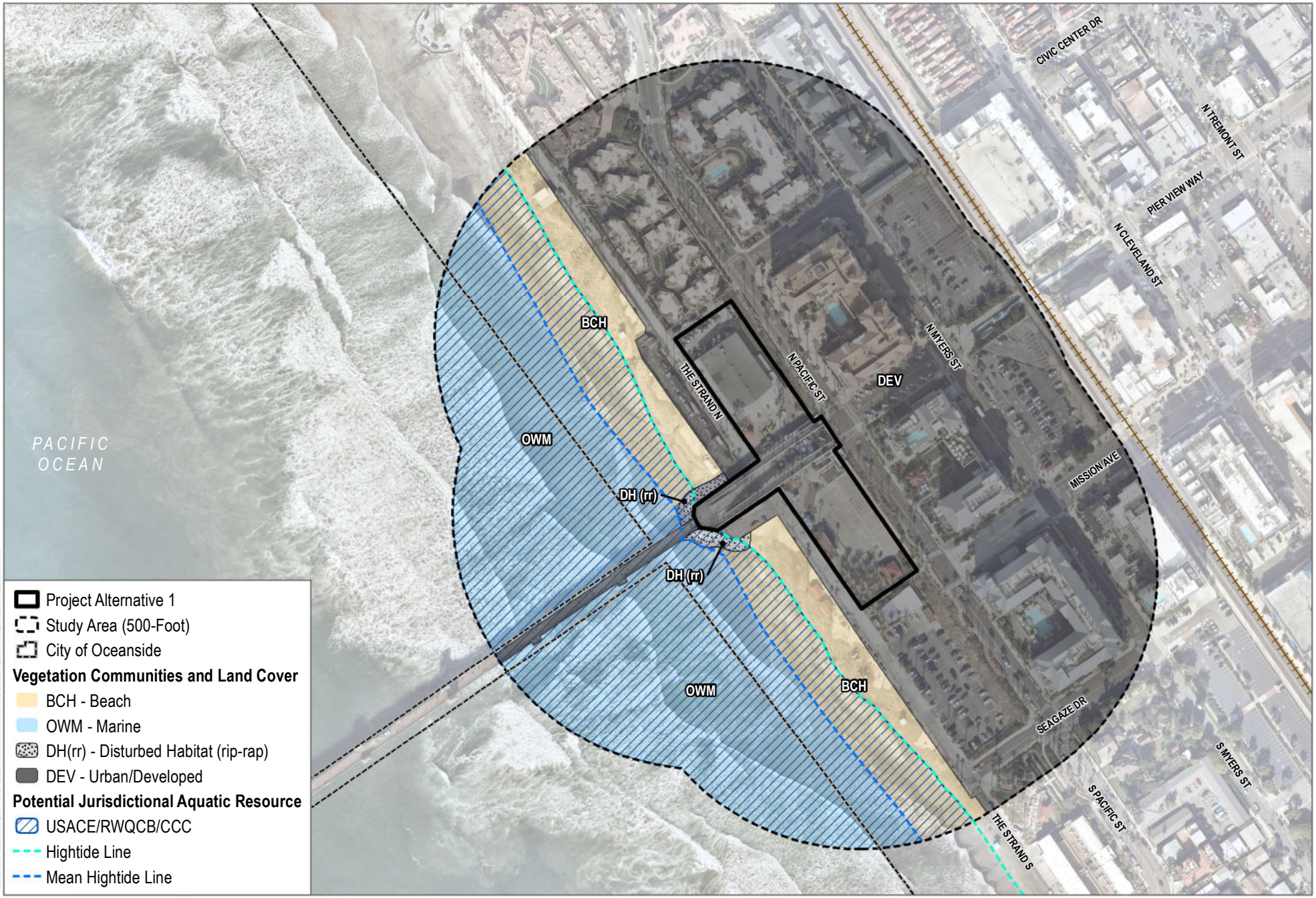
The following minimization and mitigation measures (**MM-BIO-1** and **MM-BIO-2**) would be implemented to reduce potential direct and indirect impacts to less than significant.

MM-BIO-1 Nesting Bird Surveys. Construction-related ground-disturbing activities (e.g., clearing/grubbing, grading, and other intensive activities) that occur during the breeding season (typically February 1 through September 15) shall require a one-time biological survey for nesting bird species to be conducted within the limits of grading and a 500-foot buffer within 72 hours prior to construction. This survey is necessary to ensure avoidance of impacts to nesting raptors and/or birds protected by the federal Migratory Bird Treaty Act and California Fish and Game Code, Sections 3503 and 3513. If any active nests are detected, the area shall be flagged and mapped on the construction plans or a biological resources figure, and the information provided to the construction supervisor and any personnel working near the nest buffer. Active nests will have buffers established around them (e.g., 250 feet for passerines and 500 feet for raptors) by the Project biologist in the field with brightly colored flagging tape, conspicuous fencing, or other appropriate barriers or signage. The Project biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to avoid inadvertent impacts to these nests. The Project biologist may adjust the 250-foot or 500-foot setback at their discretion depending on the species and the location of the nest (e.g., if the nest is well protected in an area buffered by dense vegetation). However, if needed, additional qualified monitors shall be provided in order to monitor active nests or other Project activities in order to ensure all the Project biologist's duties are completed. Once the nest is no longer occupied for the season, construction may proceed in the setback areas.

MM-BIO-2 Temporary Installation of Fencing. To prevent inadvertent disturbance to areas outside the limits of the Project for each phase, the contractor shall install temporary fencing, or utilize existing fencing, along the limits of grading.

4.3.6 Level of Significance After Mitigation

With incorporation of **MM-BIO-1** and **MM-BIO-2**, outlined above, potentially significant impacts to biological resources would be reduced to a level of **less than significant with mitigation incorporated**.



SOURCE: NOAA; SANGIS 2023, 2025

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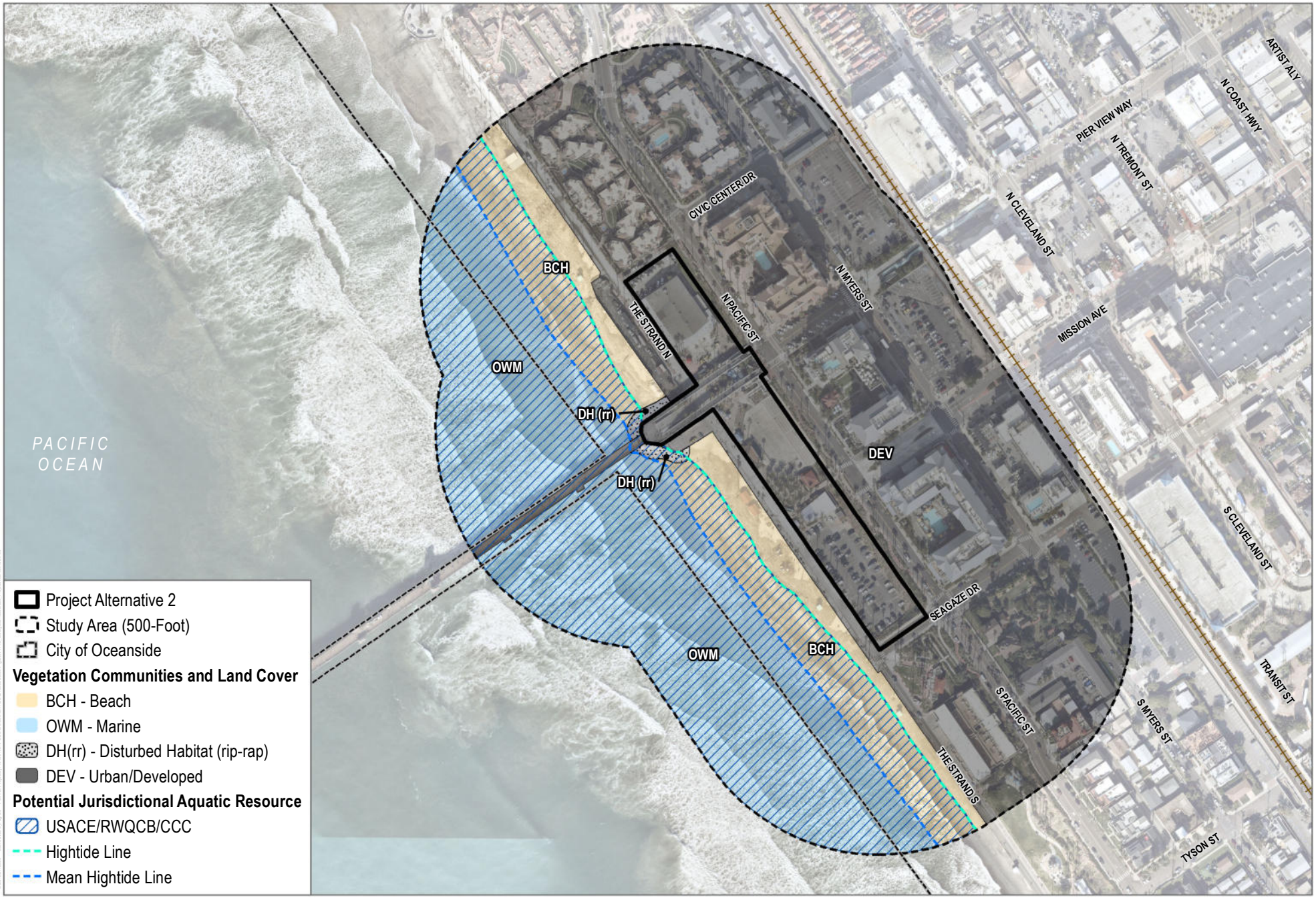
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FIGURE 4.3-**1A**

Biological Resources - Project Alternative

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: NOAA; SANGIS 2023, 2025

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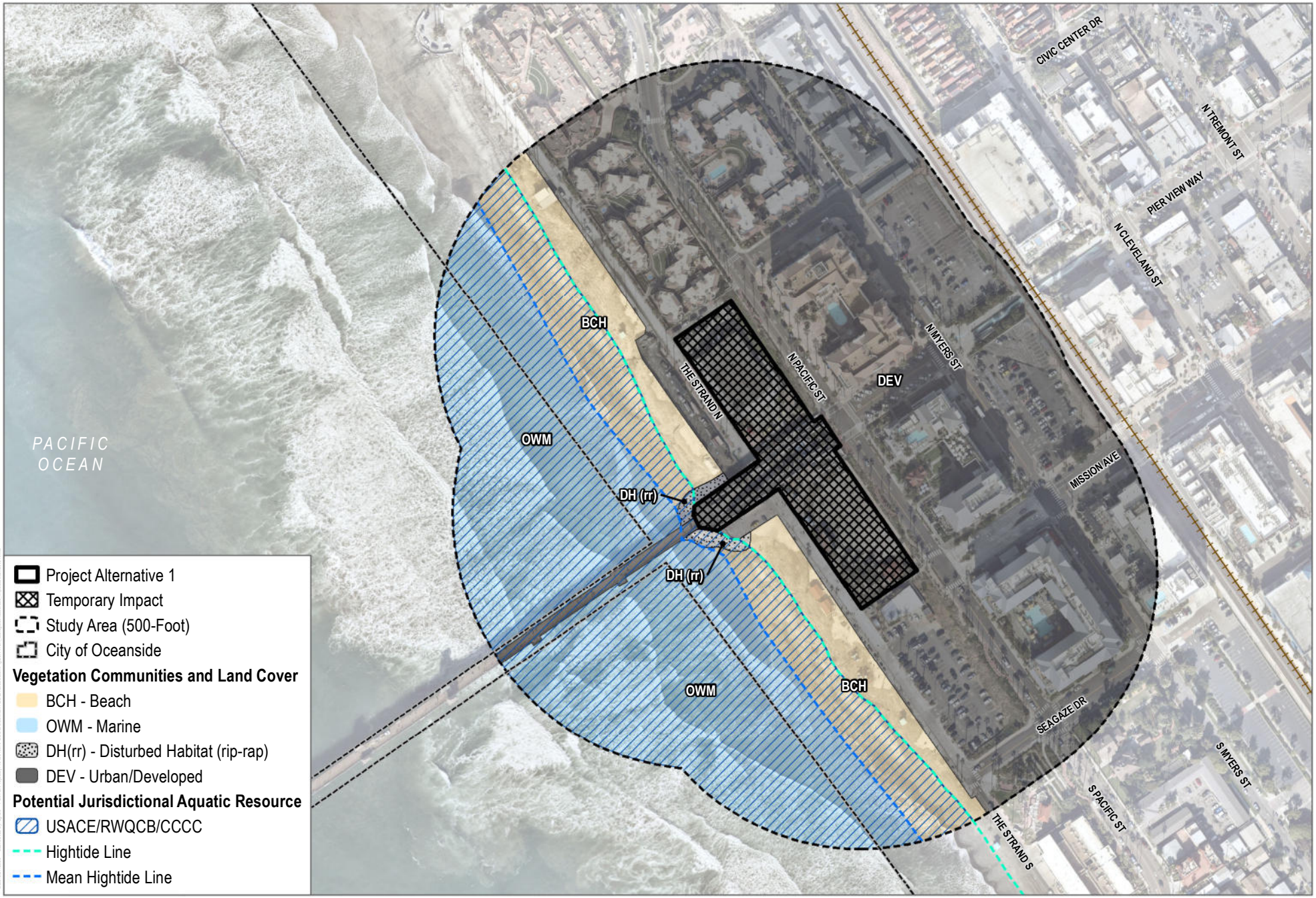
0 150 300 Feet

FIGURE 4.3-**1B**

Biological Resources - Project Alternative 2

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: NOAA; SANGIS 2023, 2025

DUDEK

0 150 300 Feet

FIGURE 4.3-**2A**

Biological Resources Impacts - Impacts Alternative 1

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: NOAA; SANGIS 2023, 2025

DUDEK

0 150 300 Feet

FIGURE 4.3-**2B**

Biological Resources Impacts - Alternative 2

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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4.4 Cultural Resources

This section describes the existing cultural resources of the Project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures, as necessary, related to implementation of the proposed Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II Project (Project). The following analysis is based on the Cultural Resources Inventory Report of the Pier View Way Bridge and Lifeguard Headquarters and Beachfront Project, Oceanside, California (Cultural Resources Inventory Report) prepared by Dudek in April 2025 and the Built Environment Inventory and Evaluation Report for the Pier View Way Bridge and Lifeguard Headquarters and Beachfront Phase II, Oceanside California (BEIER) prepared by Dudek in September 2024, which are included as Appendix G-1 and Appendix G-2 to this programmatic environmental impact report (PEIR), respectively.

4.4.1 Existing Conditions

The approximately 5.0-acre Project site consists of five Project facilities: the Pier View Way Bridges and Lifeguard Headquarters, Junior Seau Beach Community Center, the Junior Seau Amphitheater and Bandshell, Oceanside Comfort Station (not part of the Project), and Betty's Lot/Parking Lot No. 30 (Figure 2 of Appendix G-1).

Historical Overview of Oceanside

Situated on the Pacific Coast, in northern San Diego County, Oceanside is named after is location along the ocean. The area was established by Spanish explorers during the Hispanic Era as part of the San Luis Valley (Appendix G-2). Although Spanish, Russian, and British explorers visited parts of California for brief periods between 1529 and 1769, the Hispanic Era begins when Spanish Governor Don Gaspar de Portolá embarked on military and religious mission through Alta California. Portola's expedition resulted in the establishment of 21 missions, presidios, and secular pueblos along the coastal areas of California. In 1769, Father Juan Crespi arrived in the San Luis Rey Valley to establish the Mission San Luis Rey de Francia, about 3.5 miles from the current City. The valley was planted with fruit orchards and supported cattle raising activities to provide for the Mission San Luis Rey de Francia. When the Mission San Luis Rey de Francia was completed in 1798 it was the largest building in California and became known as the "King of the Missions" (Appendix G-2).

Following Mexican independence from Spain in 1821, secularization of the missions began in 1833 in order to turn over the large landholdings to private citizens. During this period, the governor of California, Pio Pico, confiscated the mission properties, opened California to foreign trade, and began issuing private land grants to create the rancho system of large agricultural estates throughout California. Mission San Luis Rey de Francia was divided into six ranchos in 1835: Santa Margarita, Las Flores, Guajome, Agua Hedionda, Buena Vista, and Monserrate. Ranchos Santa Margarita and Las Flores became the base of what makes up the present City (Appendix G-2).

The American Period begins in 1846 when United States military forces occupied California; this period continues today. By 1848, the United States assumed formal control of California with the Treaty of Guadalupe-Hidalgo and introduced Anglo culture and society. The township of San Luis Rey was established west of the Mission San Luis Rey de Francia in the early 1870s and was primarily settled by English settlers. The development of the Southern Pacific Railroad traveling down the coast from Los Angeles to San Diego in 1882 resulted in the growth of the local population. By 1883, a local storekeeper, Andrew Jackson Meyers applied for a Homestead Grant to develop 160 acres south of Rancho Santa Margarita, which would become the City. As a result of the area's exponential

growth, the City was incorporated by 1888 with a population of about 1,000 residents, and the Oceanside pier was first constructed.

By the turn of the twentieth-century, railroads brought thousands of settlers who continued to develop Oceanside. A highway between Los Angeles and San Diego was completed by 1920 and lead to further growth in the area. During the 1920s in Oceanside, streetlights were installed, a golf course was developed, the Palomar Theater was constructed, and the slogan of the city was "Oceanside, California's Pride." The city prospered until the economic decline of the Great Depression halted the growth of the city. Between 1930 and 1940, the population grew from 3,508 to 4,652. However, World War II saw Oceanside grow from a tourist destination into a U.S. Marine Corps Base. The construction of Camp Pendleton on the boarder of Oceanside created a demand for housing and municipal services in the area that led to rapid development throughout the 1940s and 1950s. According to census figures, the population of Oceanside jumped from 4,652 to over 18,000 by 1952 as Camp Pendleton grew with the onset of the Korean War.

During the 1960s, Oceanside continued to grow as more subdivisions and civic institutions including the Tri-City Hospital and the Oceanside Small Craft Harbor were developed. The harbor quickly became known as a tourist destination and was the homeport for both recreational and fishing boats. Historic aerial photographs reveal the commercial and civic development between Civic Center Drive and Seagaze Drive. By the 1970s, commercial development appears to replace residential properties surrounding the City's center. In 1972, Car Country Carlsbad was established in Carlsbad, and the commercial landscape of Oceanside changed as dealerships, such as Weseloh Chevrolet, Dixon Ford, and Rorick Buick, left the City. The Oceanside City Council approved plans for the redevelopment of downtown Oceanside in 1975, and by the 1980s, construction of a new transit center and the City's sixth redevelopment of the pier were completed.

Commercial and industrial development in the city continued in the 1990s, including the construction of a new civic center and public library. By 1999, the city council approved a master planned business park, the Ocean Ranch Corporate Center. Throughout the twenty-first century, Oceanside has become a thriving coastal community. Two new beach resort hotels were completed by 2021, and development within the nine blocks encompassing the downtown area has promoted the growth of local businesses. The city's main economy is focused on tourism and the military. Recreational and sporting activities in the area entice visitors from all over the world, and Oceanside's proximity to Camp Pendleton (Appendix G-2).

Historical records of the Junior Seau Beach Community Center, Pier View Way Bridges and Lifeguard Headquarters, Junior Seau Amphitheater and Bandshell, the Oceanside Comfort Station, and Betty's Lot/Parking Lot No. 30 are provided in the BEIER (Appendix G-2).

4.4.1.1 Methodology

Records Search

Dudek conducted a records search at the South Coastal Information Center (SCIC) at San Diego State University for the Project site and a one-mile radius buffer around the Project site on February 28, 2024 (Confidential Appendix A of Appendix G-1 of this PEIR). The record search identified 89 previous cultural resources studies that have been performed within one-mile of the Project area. Four of these previous studies intersect the current Project site and are listed in Table 4.4-1 below. These studies include two archaeological survey reports, a construction monitoring report, and a constraints analysis for the City of Oceanside's General Plan update. None of these studies identified resources within the Project site.

Table 4.4-1. Reports Intersecting Project Site

Report Number	Date	Author(s)	Title
SD-00535	1976	Dr. Larry L. Leach	Oceanside Harbor and Navigation Project: Archeological Survey Report
SD-10551	2006	SWCA Environmental Consultants	Cultural Resources Final Report of Monitoring and Findings for the QWest Network Construction Project, State of California
SD-14069*	2011	ASM Affiliates Inc.	Cultural and Historical Resources Study for the City of Oceanside General Plan – Circulation Element Update Program Environmental Impact Report
SD-17194	2016	ASM Affiliates Inc.	Archaeological Survey Report for the Oceanside Beach Restroom and Beach Operations Facility Project, Oceanside, California

Source: Appendices G-1 and G-2.
Notes: Report Numbers with asterisk (*) indicate cultural resource study that includes built environment resources.

The SCIC records search also revealed that no cultural resources have been recorded within the Project APE (Figure 4.4-1, Area of Potential Impacts [API] for Built Environment Resources). The Project APE consists of an approximately 5.0-acre area consisting of five Project facilities along the board walk in Oceanside, CA: the Pier View Way Bridges and Lifeguard Headquarters, Junior Seau Beach Community Center, the Junior Seau Amphitheater and Bandshell, Oceanside Comfort Station, and Betty's Lot/Parking Lot No. 30 (Appendix G-1). The records search identified 38 cultural resources within one mile of the Project APE (Appendix G-1). The cultural resources include 7 prehistoric artifact or shell scatters, 4 prehistoric isolates, 3 historical refuse scatters, a railway, a railroad yard with associated historical refuse, 21 historical buildings, and one multicomponent site consisting of historical refuse and a prehistoric lithic scatter. The closest resource is P-37-033105, a historical refuse deposit identified during a construction project, which is located 260 feet outside of the Project APE. No historic addresses have been recorded within the Project APE. The results of the records search are located in Confidential Appendix A of Appendix G-1.

Archival Research

Historic topographic maps and historic aerial images were reviewed to understand the development of the Project APE and surrounding properties at historicaerials.com (Appendix G-1). Historic aerial photographs of the Project APE were available between 1938, 1946, 1953, 1964, 1967, 1978, 1980, 1981-1986, 1988-1991, 1993-2000, 2002, 2003, 2005, 2009, 2010, 2012, 2014, 2016, and 2018. The historic aerial from 1938 shows that the Pier View Way Bridges and Lifeguard Headquarters (though it was a municipal dining hall at the time), the Junior Seau Amphitheater with stadium seating, the Oceanside Comfort Station, and Betty's Lot/Parking Lot No. 30 were developed in much the same condition as they are today. The 1946 historic aerial photograph indicates that there were some structures in the current location of the Junior Seau Beach Community Center, but it is unclear if these are temporary structures. The 1953 historic aerial photograph shows that the current location of Junior Seau Beach Community Center is clear and used as a parking lot. The 1964 aerial photograph shows the completed Junior Seau Beach Community Center. The remaining historic aerial photographs show that the Project APE does not change significantly from 1964 to its current condition.

Historic topographic maps of the Project site were available for 1893, 1897, 1901, 1907, 1911, 1920, 1925, 1931, 1939, 1947, 1949, 1957, 1962, 1970, 1971, 1978, 2000, 2012, 2015, and 2018 (Appendix G-1). The 1893 and 1897 maps show that the surrounding streets had been established and there were residences, but no

large buildings or the Oceanside Pier are shown on the empty beach. The 1901 through 1947 maps show the projection of a pier into the ocean and the development of more residences or public buildings, but no development of structures on the beach. The 1949 through 1978 maps show the extension of the pier further into the water, the widening platform at the western extension of the pier, and the double lane of the Pier View Way Bridges extending onto the beach. None of the other four Project facilities are shown on any of topographic maps.

Native American Heritage Commission and Tribal Correspondence

A search of the NAHC Sacred Lands File was requested on February 14,2024 for the Project APE and a one-mile buffer. The SLF consists of a database of known Native American resources. These resources may not be included in SCIC database. Dudek received a response on February 16, 2024. The NAHC results were negative but included a list of tribal representatives who should be contacted. Dudek mailed outreach letters to the listed representatives on February 23, 2024 (Appendix B of Appendix G-1). To date, Dudek has received two responses.

On March 5, 2024, Carmen Mojado of the San Luis Rey Mission Indians emailed Dudek and stated that her tribe had knowledge of cultural resources within the vicinity of the Project APE. Ms. Mojado and Dudek archaeologists Mattthew DeCarlo and Javier Hernandez scheduled a virtual meeting for March 13, 2024. At this meeting, Ms. Mojado shared maps and photographs with Dudek of cultural monitoring activities taking place at a project site roughly 0.5 miles from the current Project APE. She stated that immediately below the asphalt and previously constructed building, they observed a disturbed, rocky area which contained human remains. Ms. Mojado stated that the coastal areas were important and extensively used by her ancestors and the potential for cultural materials and human remains exist. She expressed her concerns that, though the Project APE has undergone extensive development, the development took place before cultural resources management practices and that cultural resources may still exist under the immediate development. Ms. Mojado recommended archaeological and Native American monitoring during construction.

On April 2, 2024, Cheryl Madrigal, the Tribal Historic Preservation Officer of the Rincon Band of Luiseño Indians, emailed a response to Dudek's outreach letter stating that the Project APE is within the territory of the Luiseño people and within the Rincon Band's specific Area of Historic Interest. Rincon Band conducted a search of their historic records and stated that the Band has knowledge of various Luiseño placenames within the general Project area. She also stated that the proposed Project APE is in proximity to the western extent of a historic property considered to be eligible for listing on the National Register of Historic Places, that was identified by the Tribe in consultation with another agency. Ms. Madrigal stated that the beaches and shores were prominent resource areas for the Luiseño ancestors and that "consideration needs to be given to analyze to Project related ground disturbance." Ms. Madrigal stated that Rincon Band requests direct consultation with the lead agency regarding Project impacts to cultural resources. Dudek advised Ms. Madrigal that the City was handling their own consultation outreach. The NAHC and tribal correspondence is included in Appendix G-1.

In compliance with Assembly Bill 52, the City, as lead agency, is responsible for conducting government to government consultation with pertinent tribal entities. Analysis of Tribal Cultural Resources (TCRs) is further described in Section 4.15, Tribal Cultural Resources, of this PEIR.

Intensive Pedestrian Survey

Due to the level of development in the APE, no formal archaeological survey was conducted. Dudek Architectural Historian Katie Ahmanson, MHC, conducted an intensive survey of the Project site on February 13, 2024 for the purposes of evaluating historic structures within the APE (Appendix G-2). The survey entailed documenting the

exteriors of each property with notes and photographs, specifically noting character-defining features, spatial relationships, observed alterations, and examining any historic landscape features on the properties. Ms. Ahmanson confirmed that the Project APE was completely developed and ground surfaces were covered by development or landscaping.

4.4.2 Regulatory Setting

Federal

National Historic Preservation Act (54 USC 300101 et seq., including Section 106 of the NHPA, 54 USC 306108)

The National Historic Preservation Act (NHPA) established the National Register of Historic Places (NRHP) and the Advisory Council on Historic Preservation (ACHP). Under the NHPA, significant cultural resources are referred to as historic properties, which include any prehistoric or historic district, site, building, structure, or object included in, or determined eligible for inclusion in, the NRHP. A property is considered historically significant if it meets one of the NRHP criteria and retains sufficient historic integrity to convey its significance.

Implementing Regulations for Section 106 of the NHPA (36 CFR Part 800)

Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties. The Section 106 process consists of four principal steps: 1) initiation of the Section 106 process, which includes identifying and initiating consultation with Native American tribes, local governments, and other interested parties; 2) identification of historic properties; 3) assessment of adverse effects; and 4) delineation of stipulations to resolve adverse effects in an agreement document.

Section 106 affords the ACHP and the State Historic Preservation Officer (SHPO), as well as other consulting parties, a reasonable opportunity to comment on any project that would adversely affect historic properties. The ACHP is an independent administering agency that develops procedures at the federal level to protect cultural resources included in, or eligible for inclusion in, the NRHP. The SHPOs administer the national historic preservation program at the state level, in addition to reviewing NRHP nominations, maintaining data on historic properties, and consulting with federal agencies during the Section 106 review.

The NRHP criteria for evaluation (36 CFR Section 60.4) considers the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that:

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

To be listed in the NRHP, a property must be significant under the NRHP criteria and it also must have integrity. Integrity is the ability of a property to convey its significance. Because the concept of integrity is based on

significance, the assessment of a property's integrity can only proceed after its significance has been fully established. To retain integrity, a property will always possess several, and generally most, of these aspects.

Executive Order 11593, Protection and Enhancement of the Cultural Environment

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

National Register of Historic Places

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

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

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

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

State

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

State law addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native

American skeletal remains are discovered during construction of a project; and establishes the NRHC to resolve disputes regarding the disposition of such remains. In addition, the Native American Historic Resource Protection Act makes it a misdemeanor punishable by up to 1 year in jail to deface or destroy an Indian historic or cultural site that is listed or may be eligible for listing in the CRHR.

California Native American Graves Protection and Repatriation Act

The California Native American Graves Protection and Repatriation Act (California Repatriation Act), enacted in 2001, required all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The California Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate tribes.

California Register of Historical Resources (California Public Resources Code Section 5020 et seq., California Public Resources Code Section 5024.1, and 14 CCR 4850)

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

- Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Associated with the lives of persons important in our past.
- Embodies distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Has yielded, or may be likely to yield, information important in prehistory or history.

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

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

California Environmental Quality Act

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

1. California Public Resources Code Section 21083.2(g): Defines "unique archaeological resource."
2. California Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5(a): Define historical resources. In addition, CEQA Guidelines Section 15064.5(b) defines the phrase "substantial adverse change in the significance of an historical resource"; it also defines the circumstances when a project would materially impair the significance of a historical resource.
3. California Public Resources Code Section 5097.98 and CEQA Guidelines Section 15064.5(e): Set forth standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
4. California Public Resources Code Sections 21083.2(b)-(c) and CEQA Guidelines Section 15126.4: Provide information regarding the mitigation framework for archaeological and historic resources, including options of preservation-in-place mitigation measures; preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with the religious or cultural values of groups associated with the archaeological site(s).

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

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

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

3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a lead agency for purposes of CEQA.

California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98

CEQA Guidelines Section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. As described below, these procedures are detailed in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains shall occur until the County coroner has examined the remains (California Health and Safety Code Section 7050.5[b]). If the coroner determines or has reason to believe the remains are those of a Native American, the coroner must contact the NAHC within 24 hours (California Health and Safety Code Section 7050.5[c]). In accordance with California Public Resources Code Section 5097.98(a), the NAHC will notify the Most Likely Descendant (MLD). With the permission of the landowner, the MLD may inspect the site of discovery. Within 48 hours of being granted access to the site, the MLD may recommend means of treatment or disposition, with appropriate dignity, of the human remains and associated grave goods.

Assembly Bill 52

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

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

Local

City of Oceanside General Plan

Cultural resources are addressed in the Environmental Resources Management Element (City of Oceanside 2002a) and the Land Use Element (City of Oceanside 2002b) of the City's General Plan. The Environmental Resources Management Element identifies several important cultural sites, including the nearby Mission San Luis Rey, and encourages preservation of such sites when planning development. Specifically, the Environmental Resource Management Element states that the objective for cultural sites is to "Encourage the conservation and protection of significant cultural resources for future scientific, historic, and educational purposes."

In order to achieve this objective, the City will:

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

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

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

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

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

> 3.2B. The City shall encourage the acquisition, restoration, and/or maintenance of significant cultural resources by private organizations.
>
> 3.2C. Cultural resources that must remain in-situ to preserve their significance shall be preserved intact and interpretive signage and protection shall be provided by project developers.
>
> 3.2D. An archaeological survey report shall be prepared by a Society of Professional Archaeologists certified archaeologist for a project proposed for grading or development if any of the following conditions are met:
>
> 1. The site is completely or largely in a natural state;
> 2. There are recorded sites on nearby properties;
> 3. The project site is near or overlooks a water body (creek, stream, lake, freshwater lagoon);
> 4. The project site includes large boulders and/or oak trees; or
> 5. The project site is located within a half-mile of Mission San Luis Rey.

City of Oceanside Historic Preservation (Chapter 14A – Historical Preservation)

Chapter 14A of the Oceanside City Code is known as the Historical Preservation Ordinance of the City of Oceanside. The chapter outlines the City's policy and purpose for the purpose of historic preservation which are as follows:

A. ***Policy.*** It is hereby declared as a matter of public policy that the recognition, preservation, enhancement, perpetuation and use of structures, landscape features, sites and areas within the City of Oceanside having historical, architectural, archeological, cultural or aesthetic significance is required in the interest of the economic prosperity, cultural enrichment and general welfare of the people.

B. ***Purpose.*** The purpose of this chapter is to:
   1. Safeguard the heritage of the City of Oceanside by providing for the protection of historical sites and areas representing significant elements of its history;
   2. Encourage public knowledge, understanding and appreciation of the city's past;
   3. Enhance the visual character of the city by encouraging and regulating the compatibility of architectural styles within historical areas reflecting significant architectural traditions;
   4. Foster civic and neighborhood pride and a sense of identity based on the recognition and use of historical areas and sites;

5. Strengthen the economy of the city by protecting and enhancing the city's attractions to residents, tourists and visitors;
6. Stabilize and improve property values and increase economic and financial benefits to the city and its inhabitants;
7. Identify as early as possible and resolve conflicts between the preservation of historical areas and sites and alternative land uses; and
8. Promote the private and public use of historical areas and sites for the education, prosperity and general welfare of the people.

Sec. 14A.6 – Historical area or site designation criteria.

For the purposes of this section, a historical area or site may be designated as such by resolution of the city council pursuant to Section 14A.7 if it meets the following criteria (Ord. No. 82-14, Section 1, 9-8-82):

A. It is identified with persons or events significant in local, state, or national history; or
B. It embodies distinctive characteristics of a style, type, period, or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship; or
C. It is representative of the notable work of a builder, designer, or architect; or
D. It is found by the council to have significant characteristics which should come under the protection of this chapter.

4.4.3 Thresholds of Significance

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

1. Cause a substantial adverse change in the significance of a historical resource pursuant to in CEQA Guidelines Section 15064.5.
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.
3. Disturb any human remains, including those interred outside of formal cemeteries.

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

4.4.4 Impacts Analysis

Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?

As discussed in Appendix G-2, Dudek's archival research and field survey found five historic-age resources within the Project site. Four properties were previously recorded and recommended as eligible for the CRHR. Dudek reevaluated these properties under NRHP, CRHR, and City designation criteria as well as integrity requirements. Dudek concurred with three of these previous findings for the Junior Seau Beach Community Center (Map ID 1), the Pier View Way Bridges and Lifeguard Headquarters (Map ID 2), and the Junior Seau Amphitheater and Bandshell (Map ID 3). These three resources are eligible for the NRHP, CRHR, and the local register. Dudek did not concur with the previous findings for Oceanside Comfort Station (Map ID 4) and found it to be ineligible under all applicable historic significance criteria. Department of Parks and Recreation (DPR) updates have been completed for all four properties. Dudek inventoried and evaluated the newly recorded property, Betty's Lot/Parking Lot No. 30 (Map ID 5) and found it to be ineligible for the three programs.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Junior Seau Beach Community Center (Map ID 1)

The Project includes cosmetic and non-structural improvements to the building, including repair/replacement of floor, wall, ceiling and building finishes, new energy efficient glazing within existing building openings, new doors and door hardware and new building interior and exterior code required and building identification signage. The Project also includes code required disabled access improvements, including path of travel modifications to the building entrance and replacement of existing restrooms. Mechanical, plumbing and lighting systems may also require upgrade, and that new electrical service is to be provided to the building to remove the existing sidewalk mounted transformer that blocks access to the building entrance. The Project does not propose expansion or structural changes to the building.

In 2015, the Junior Seau Beach Community Center was assessed for historic significance under NRHP criteria and found to be eligible under NRHP Criterion C (Appendix G-2). The evaluation did not include an assessment under CRHR criteria, City of Oceanside Historic Landmarks criteria, and the seven aspects of integrity which are as follows: (1) location, (2) design, (3) setting, (4) materials, (5) workmanship, (6) feeling, and (7) association. The following evaluation is an update to the 2015 assessment and an evaluation of the property under all relevant regulations.

The Junior Seau Beach Community Center is eligible under NRHP and CRHR Criterion A/1 and City of Oceanside Historic Landmarks Criterion A for its association with patterns of events that have made a significant contribution to the broad patterns of history. Its period of significance begins in 1955, the year it was constructed, and ends in 1974, when the City constructed additional community and senior centers throughout the latter half of the twentieth century. The property was also evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in PRC Section 5024.1 and found to be a historical resource for the purposes of CEQA. As such, this evaluation conducted in the BEIER assigns a 3S California Historical Resources Status Code to the property (Appendix G-2). See Section 4.2.1 of the BEIER (Appendix G-2) for further information regarding the NRHP and CRHR evaluation.

The Junior Seau Beach Community Center does not meet NRHP and CRHR Criterion B/2, C/3, or D/4, or Criterion B, C, D, or E under the City of Oceanside Historic Landmarks Evaluation. Under the proposed Project, the Junior Seau Beach Community Center would undergo renovations and improvements and would continue to be used for the same purposes prior to Project implementation. Because the Junior Seau Beach Community Center has reached the end of its useful lives, the proposed Project would extend its use, allowing this feature to retain its historical significance and continue with similar patterns of events that will also contribute to the broad patterns of history occurring as this facility's use continues . As such, impacts would be **less than significant.**

Pier View Way Bridges and Lifeguard Headquarters (Map ID 2)

The Pier View Way Bridges have reached the end of their service life and action is required to maintain public safety. Reconstruction would replace the bridges in-kind while maintaining the look, feel and character-defining features of the existing structures. The reconstructed structural members would match the existing dimensions, to the extent feasible, while meeting current design codes. Reconstruction would maximize the service life of the new structure to approximately 75 to 100 years with competent materials and detailing that meets current design standards. The reconstructed structure would also more closely resemble the appearance of the original 1927 structure. Additionally, the cost to reconstruct the bridges is anticipated to be lower than the cost of restoration.

In 2015, the Pier View Way Bridges and Lifeguard Headquarters were assessed for historic significance under NRHP criteria and found to be eligible under Criterion A (Appendix G-2). This evaluation did not include an assessment under CRHR criteria, City of Oceanside historic landmarks criteria, and the seven aspects of integrity. The following evaluation is an update to the 2015 assessment and an evaluation of the property under all relevant regulations.

The Pier View Way Bridges and Lifeguard Headquarters are eligible under NRHP and CRHR Criterion A/1 and City of Oceanside Criterion A for its role in the development of Oceanside. The period of significance begins in 1927, the year they were constructed, and ends in 1939, the start of World War II when Oceanside transitioned from a tourist destination into a U.S. Marine Corps Base. The property was also evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in PRC Section 5024.1 and found to be a historical resource for the purposes of CEQA. As such, the evaluation conducted in the BEIER assigned a 3S California Historical Resources Status Code to the property (Appendix G-2). See Section 4.2.2 of the BEIER (Appendix G-2) for further information regarding the NRHP and CRHR evaluation.

Under NRHP and CRHR Criterion A/1, the Pier View Way Bridges and Lifeguard Headquarters are eligible for their associations with patterns of events that have made a significant contribution to the broad patterns of history. Additionally, under the City of Oceanside Criterion A, the Pier View Way Bridges and Lifeguard Headquarters exemplify a special element of the City's social history. The Pier View Way Bridges and Lifeguard Headquarters do not meet NRHP and CRHR Criterion B/2, C/3, or D/4, or Criterion B, C, D, or E under the City of Oceanside Historic Landmarks Evaluation. Under the proposed Project, the Pier View Way Bridges and Lifeguard Headquarters would be replaced in-kind and would continue to be used for the same purposes prior to Project implementation. Because both the Pier View Way Bridges and Lifeguard Headquarters have reached the end of their useful lives, the proposed Project would extend their uses, allowing these features to retain their historical significance. As such, impacts would be **less than significant**.

Junior Seau Amphitheater and Bandshell (Map ID 3)

The Junior Seau Amphitheater and Bandshell have also reached the end of their useful life and need replacement. Therefore, the Project includes the demolition and reconstruction of the outdoor stepped amphitheater and bandshell, together with new plaza area, landscaping, and site stairs and pedestrian ramps.

In 2015, the Junior Seau Amphitheater was assessed for historic significance under NRHP criteria and found to be eligible under Criterion A (Appendix G-2). Also in 2015, the Junior Seau Bandshell was assessed for historic significance under NRHP criteria and found to be eligible under Criteria A and C (Appendix G-2). Additionally in 2015, the Junior Seau Bandshell Stairway was assessed for historic significance under NRHP and found to be ineligible under all criteria (Appendix G-2). These evaluations did not include an assessment under CRHR criteria, City of Oceanside Historic Landmarks criteria, or the seven aspects of integrity. The following evaluation is an update to the 2015 assessments and an evaluation of the property under all relevant regulations. The 2015 evaluations assessed the Junior Seau Amphitheater, the Junior Seau Bandshell, and the Junior Seau Bandshell Stairway as three separate properties, but due to their shared histories and function, they, in addition to the WPA-constructed retaining wall are considered one property for the purposes of this evaluation.

The Junior Seau Amphitheater and Bandshell are eligible under NRHP and CRHR Criterion A/1 and City of Oceanside Historic Landmarks Criterion A for reflecting special elements of the City's social history. The period of significance begins in 1937, the year the Junior Seau Amphitheater was constructed, and ends in 1974. The year 1974 was selected based on guidance from the National Park Service because the property continues to be the location of important community events into the present (Appendix G-2). The property was also evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in PRC Section 5024.1 and found to be a historical resource for the purposes of CEQA. As such, the evaluation conducted in the BEIER assigned a 3S California Historical Resources Status Code to the property (Appendix G-2). See Section 4.2.3 of the BEIER (Appendix G-2) for further information regarding the NRHP and CRHR evaluation.

Under NRHP and CRHR Criterion A/1, the Junior Seau Amphitheater and Bandshell are eligible for its association with patterns of events that have made a significant contribution to the broad patterns of history. Additionally, under the City of Oceanside Criterion A, the Junior Seau Amphitheater and Bandshell exemplify a special element of the City's social history. The Junior Seau Amphitheater and Bandshell do not meet NRHP and CRHR Criterion B/2, C/3, or D/4, or Criterion B, C, D, or E under the City of Oceanside Historic Landmarks Evaluation. Under the proposed Project, the Junior Seau Amphitheater and Bandshell would be replaced in-kind, consistent with required safety and ADA accessibility codes, and would continue to be used for the same purposes prior to Project implementation. Because both the Junior Seau Amphitheater and Bandshell have reached the end of their useful lives, the proposed Project would extend their uses, allowing for continued use of these features and through those uses to retain their historical significance. As such, impacts would be **less than significant**.

Oceanside Comfort Station (Map ID 4)

The Project does not propose any improvements to the Oceanside Conform Station. This structure would remain intact and unchanged under Alternatives 1, 2, or 3. However, in 2015, the Oceanside Comfort Station was assessed for historic significance under NRHP criteria and found to be eligible under Criteria A and C (Appendix G-2). This evaluation did not include an assessment under CRHR criteria, City of Oceanside Historic Landmarks criteria, and the seven aspects of integrity. The following evaluation is an update to the 2015 assessment, and an evaluation of the property under all relevant regulations.

Dudek does not concur with the previous assessment and concludes that the Oceanside Comfort Station does not meet the NRHP eligibility requirements under Criterion C. Instead, Dudek determines that the Oceanside Comfort Station possesses significance under NRHP /CRHR/City of Oceanside Criterion A/1/A but does not retain sufficient integrity to be eligible for listing on the NRHP, CRHR or as a City of Oceanside Historic Landmark. The property was also evaluated in accordance with Section 1515064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in PRC Section 5024.1 and is not considered a historical resource for the purposes of CEQA. As such, the evaluation conducted in the BEIER assigns a 6Z California Historical Resources Status Code to the Oceanside Comfort Station (Appendix G-2). See Section 4.2.4 of the BEIER (Appendix G-2) for further information regarding the NRHP and CRHR evaluation. As such, impacts would be **less than significant**.

Summary

As discussed in Appendix G-2, the subject properties were evaluated in consideration of NRHP, CRHR, and local criteria and integrity requirements. As a result of the evaluation, Map ID 1 (Junior Seau Beach Community Center), Map ID 2 (Pier View Way Bridges and Lifeguard Headquarters), and Map ID 3 (Junior Seau Amphitheater and Bandshell) are recommended eligible for inclusion in the NRHP, CRHR, and the City of Oceanside register. Map ID 4 (Oceanside Comfort Station) and Map ID 5 (Betty's Lot/Parking Lot No. 30) are recommended ineligible for inclusion in the NRHP, CRHR, and the City of Oceanside register.

Three historical resources or historic properties were identified within the Project site as a result of archival research, a SCIC records search, field survey, and significance evaluations. The subject properties are not currently listed in any national, state, or local registers.

Dudek evaluated the resources in the Project site in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code and found that three of the resources within the Project site are considered historical resources for the purposes of CEQA. The recommended Status Code for Map IDs 1, 2, and 3 is 3S. The recommended status code for Map IDs 4 is 6Z. A summary of the findings is provided below in Table 4.4-2.

Table 4.4-2. Summary of Significance Evaluations and Findings for Map IDs 1-4

Map ID	Address/APN	Year Built	Primary Number*	NRHP/CRHR/City of Oceanside Eligibility	Assigned California Historical Resource Status Code
Newly Recorded within the Project Site					
1	Junior Seau Beach Community Center 300 Strand North (APN 147-074-14-00)	1955	N/A	A/1/A	3S (CEQA Historical Resource)
2	Pier View Way Bridges and Lifeguard Headquarters 301 Strand North (APN 147-074-15A)	1927	N/A	A/1/A	3S (CEQA Historical Resource)
3	Junior Seau Amphitheater and Bandshell 305 Strand North (APN 147-074-15-00)	Amphitheater and Stairs 1937;	N/A	A/1/A	3S (CEQA Historical Resource)

Table 4.4-2. Summary of Significance Evaluations and Findings for Map IDs 1-4

Map ID	Address/APN	Year Built	Primary Number*	NRHP/CRHR/City of Oceanside Eligibility	Assigned California Historical Resource Status Code
Newly Recorded within the Project Site					
		Bandshell 1950			
4	Oceanside Comfort Station 301 Strand North (APN 147-074-15-00)	1930	N/A	N/A	6Z

Source: Appendix G-2.
Notes: APN = Assessor's Parcel Number; NRHR = National Register of Historic Places; CRHR = California Register of Historical Resources
* If previously evaluated
3S = Appears eligible for NR as an individual property through survey evaluation.
6Z = Found ineligible for NR, CR, or local designation through survey evaluation.

Under the proposed Project, the Pier View Way Bridge, Lifeguard Headquarters, and Junior Seau Amphitheater and Bandshell would be replaced in-kind, and the Junior Seau Beach Community Center would undergo renovations and improvements. Under the proposed Project, these features would continue to be used for the same purposes they have been used for prior to Project implementation. Because these features have reached the end of their useful lives, the proposed Project would extend their use, allowing these features to retain their historical significance. As such, impacts would be **less than significant.**

Alternative 2: Betty's Lot

Alternative 2 includes all the components described under Alternative 1 along with development of Betty's Lot which is being assessed at the program-level wherein specific Project details have only been developed at the conceptual level.

Betty's Lot/Parking Lot No. 30 does not meet the criteria for the NRHP, CRHR, or the City of Oceanside Historic Landmarks criteria. The property was also evaluated in accordance with Section 1515064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in PRC Section 5024.1 and is not considered historical resource under CEQA. As such, this evaluation assigns a 6Z California Historical Resources Status Code to Betty's Lot/Parking Lot No. 30.

As mentioned under Alternative 1, Dudek evaluated the resources on the Project site in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code and found that three of the resources within the Project site are considered historical resources for the purposes of CEQA. The recommended status code for Map IDs 5 is 6Z. A summary of the findings for Map ID 5 is provided below in Table 4.4-3.

Table 4.4-3. Summary of Significance Evaluations and Findings for Map ID 5

Map ID	Address/APN	Year Built	Primary Number*	NRHP/CRHR/ City of Oceanside Eligibility	Assigned California Historical Resource Status Code
Newly Recorded within the Project Site					
5	Betty's Lot/Parking Lot No. 30 APN 760-186-58-00	Originally paved c. 1950; Repaved c. 1981	N/A	N/A	6Z

Source: Appendix G-2.
Notes: APN = Assessor's Parcel Number; c. = circa; NRHR = National Register of Historic Places; CRHR = California Register of Historical Resources
* If previously evaluated
6Z = Found ineligible for NR, CR, or local designation through survey evaluation.

Betty's Lot is not considered a historical resource. As such, there would be **no impact.**

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2, Existing Facilities, of Chapter 3, Project Description. There would be no physical change to the environment under the no Project alternative. Therefore, **no impact** would occur.

Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

Due to the interconnected nature of archeological resource impacts, the analysis below is structured to assess the Project's potential effects on archaeological resources across the entire Project site for Alternative 1 and Alternative 2, rather than at the component-level (i.e., Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, and Community Plaza Area, Junior Seau Beach Community Center, Junior Seau Amphitheater and Bandshell, and Betty's Lot). This structure and analytical approach are consistent with the Cultural Resources Inventory Report (Appendix G-1) which assesses the entire Project site and all proposed components.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Dudek's Phase I cultural resources inventory of the Project (Appendix G-1) indicates that there is low sensitivity for identifying intact subsurface archaeological deposits during Project implementation. The SCIC records search did not identify any resources within the Project APE, a search of the NAHC Sacred Land file produced negative results, and the review of historic aerial photographs showed extensive ground disturbance and complete development. Any cultural resources that were within the footprint of the Pier View Way Bridges and Lifeguard Headquarters, the Junior Seau Beach Community Center, the Junior Seau Amphitheater and Bandshell, or the Oceanside Comfort Station would have been greatly disturbed during the extensive earth moving necessary for construction of these facilities.

Two Native American bands, San Luis Rey and Rincon, stated that the shoreline was extremely important to their Luiseño ancestors and expressed concern for buried cultural resources. Ms. Mojado of the San Luis Rey Mission

Indians also shared with Dudek that human remains had been identified immediately below old development roughly 0.5 miles from the Project APE.

Due to the importance and extensive use of the area by prehistoric Luiseño and the lack of cultural resource considerations when the five Project facilities were developed, there is a moderate potential that construction will impact buried resources, though they are likely disturbed. As such, to ensure the Project development would not result in potential impacts to cultural resources, the Project will implement **Mitigation Measure (MM) CUL-1**, cultural monitoring during initial ground disturbing activities. Should monitoring of initial ground disturbance determine that there is low potential for identifying cultural resources, such as excavations reaching geological formations, the monitoring program should be reduced or terminated. Should cultural resources or human remains be encountered during construction, the implementation of **MM-CUL-2** and **MM-CUL-3** would ensure that the resources are properly managed. These recommendations do not consider tribal consultation conducted by the City consistent with AB-52 Tribal Consultation. Implementation of these mitigation measures would ensure that the potential impacts to archaeological resources pursuant to CEQA Guidelines Section 15064.5 would remain **less than significant with mitigation incorporated**.

Alternative 2: Betty's Lot

Alternative 2 includes all the components described under Alternative 1 along with development of Betty's Lot which is being assessed at the program-level wherein specific Project details have only been developed at the conceptual level.

As mentioned in Alternative 1, any cultural resources that were within the footprint of the Pier View Way Bridges and Lifeguard Headquarters, the Junior Seau Beach Community Center, the Junior Seau Amphitheater and Bandshell, or the Oceanside Comfort Station would have been greatly disturbed during the extensive earth moving necessary for construction of these facilities. However, construction of Betty's Lot/Parking Lot No. 30 would have only disturbed the immediate surface of the underlying soils. It is possible that if cultural resources existed prior to the parking lots construction, intact portions of those resources would remain under the asphalt surface. Similar with Alternative 1, implementation of **MM-CUL-1** through **MM-CUL-3** would ensure that potential impacts to archaeological resources pursuant to CEQA Guidelines Section 15064.5 would remain **less than significant with mitigation incorporated**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2. There would be no physical change to the environment under the no Project alternative. With no ground disturbing activities, no potential to cause a substantial adverse change in the significance of an archaeological resource as a result of the Project would occur. Therefore, **no impact** would occur.

Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Due to the interconnected nature of archeological resource impacts, the analysis below is structured to assess the Project's potential effects on archaeological resources across the entire Project site for Alternative 1 and Alternative 2, rather than at the component-level (i.e., Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, and Community Plaza Area, Junior Seau Beach Community Center, Junior Seau Amphitheater

and Bandshell, and Betty's Lot). This structure and analytical approach are consistent with the Cultural Resources Inventory Report (Appendix G-1) which assesses the entire Project site and all proposed components.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

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

The Project would not cause a significant impact through the disturbance of human remains, as the Project would be required to comply with Section 7050.5 of the California Health and Safety Code and implement **MM-CUL-3**; any potential impacts to human remains would be **less than significant with mitigation incorporated.**

Alternative 2: Betty's Lot

Alternative 2 includes all the components described under Alternative 1 along with development of Betty's Lot which is being assessed at the program-level wherein specific Project details have only been developed at the conceptual level.

Similar to Alternative 1, the Project site is not used as a cemetery and is not otherwise known to contain human remains. Additionally, no evidence of human remains was discovered within the Project site during the field surveys. However, this does not preclude finding human remains during Project excavation and grading activities. As a standard construction practice, and in accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the county coroner shall be immediately notified of the discovery. The Project would not cause a significant impact through the disturbance of human remains, as the Project would be required to comply with Section 7050.5 of the California Health and Safety Code and implement **MM-CUL-3**; any potential impacts to human remains would be **less than significant with mitigation incorporated**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2. There would be no physical change to the environment under the no Project alternative. With no ground disturbing activities, no potential to disturb any human remains as a result of the Project would occur. Therefore, **no impact** would occur.

4.4.5 Mitigation Measures

Despite no significant archaeological resources being identified within the Project site, to further ensure Project development would not result in potential impacts to cultural resources, the Project would implement the City's standard cultural mitigation measures, **MM-CUL-1** through **MM-CUL-3**, outlined below.

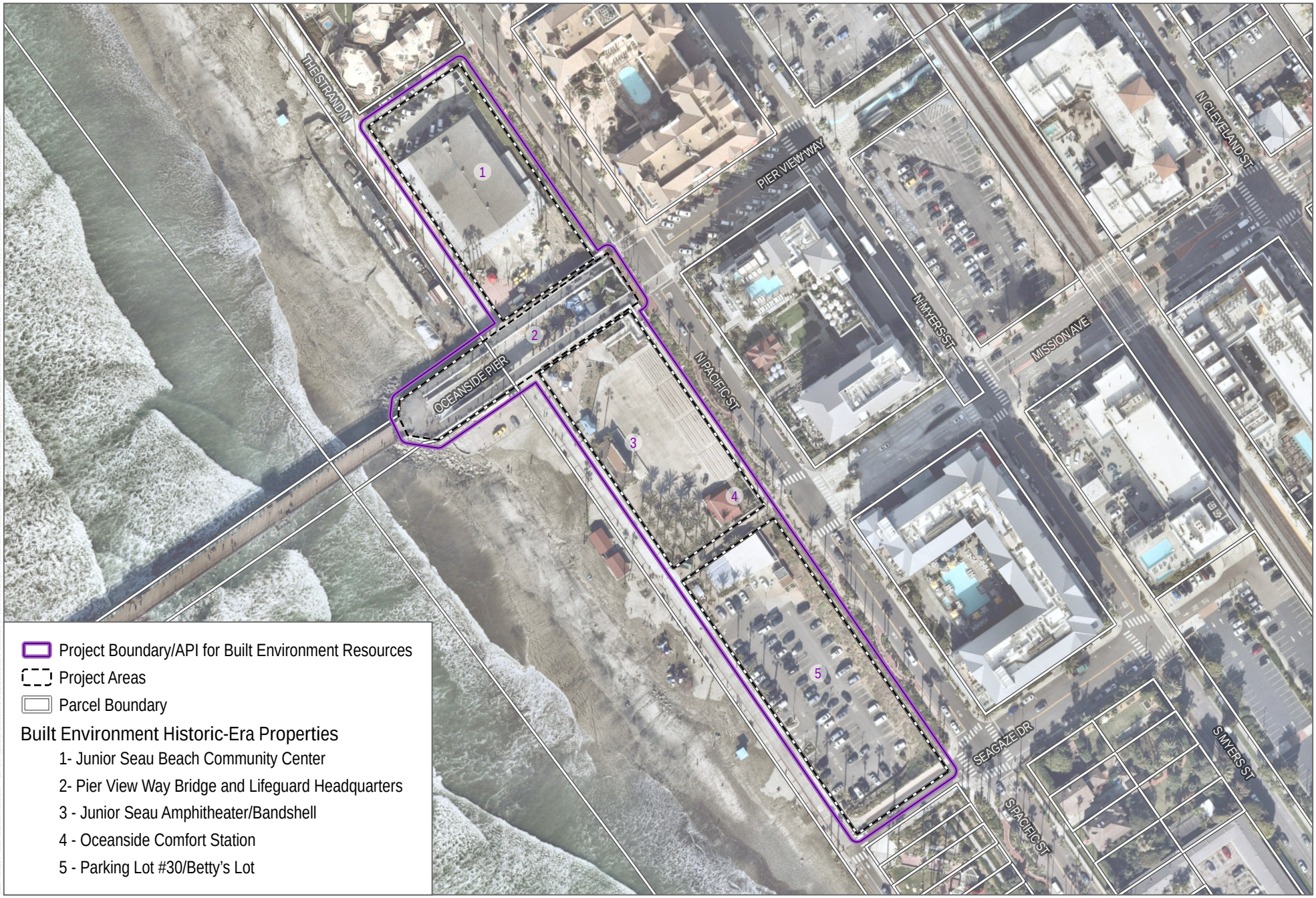
MM-CUL-1 Prior to the issuance of a grading permit, the applicant shall provide written verification to the City that a qualified archeologist has been retained to implement the monitoring program. The City, prior to any pre-construction meeting, shall approve all persons involved in the monitoring program. Should monitoring of initial ground disturbance determine that there is a low potential for identifying cultural resources, such as excavations reaching geological formations, the monitoring program should be reduced or terminated.

MM-CUL-2 Unanticipated Discovery of Cultural Resources. In the event that cultural resources (sites, features, or artifacts) are exposed during construction activities for the Project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards can evaluate the significance of the find. Construction activities may continue in other areas but should be redirected to a safe distance from the find. If the new discovery is evaluated and found to be significant under CEQA and avoidance is not feasible, additional work such as data recovery may be warranted. In such an event, a data recovery plan should be developed by the qualified archaeologist in consultation with the City and Native American representatives, if applicable. Ground disturbing work can continue in the area of the find only after impacts to the resources have been mitigated and with City approval.

MM-CUL-3 Unanticipated Discovery of Human Remains. In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the NAHC in Sacramento within 24 hours. In accordance with California Public Resources Code Section 5097.98, the NAHC must immediately notify the person or persons it believes to be the MLD from the deceased Native American. The MLD shall complete inspection within 48 hours of being granted access to the site and make recommendations for the treatment and disposition, in consultation with the property owner, of the human remains.

4.4.6 Level of Significance After Mitigation

As analyzed above, Project implementation of the recommendations in the Cultural Resources Report (Appendix G-1) and the BEIER (Appendix G-2), compliance with the laws described above, and implementation of the City's cultural mitigation measures, **MM-CUL-1** through **MM-CUL-3**, would ensure that potential impacts to archaeological resources and human remains would remain **less than significant with mitigation incorporated**.



SOURCE: SANGIS 2023;
Oceanside Quadrangle - Township 11S Range 5W Section 26

DUDEK

0 80 160 Feet

FIGURE 4.4-1

Area of Potential Impacts (API) for Built Environment Resources

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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4.5 Energy

This section describes the existing energy conditions, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II Project (Project). The following analysis is based on the Air Quality and Greenhouse Gas Emissions Technical Report prepared by Dudek in October 2025, which is included as Appendix E to this programmatic environmental impact report (PEIR).

4.5.1 Existing Conditions

Electricity

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

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

SDG&E receives electric power from a variety of sources. In 2021, 55% of SDG&E's power came from eligible renewable energy sources, including biomass/waste, geothermal, small hydroelectric, solar, and wind sources (CPUC 2022).

Updated electricity demand forecasts show that electricity consumption in California is increasing at an accelerating rate, fueled in part by California's efforts to decarbonize the transportation and building sectors by switching from fossil fuels to electricity. Statewide electricity sales were more than 290,000 GWh in 2021 and are forecasted to be just under 302,000 GWh in 2035 (CEC 2023).

In June 2022, the Oceanside City Council voted in favor of joining the Clean Energy Alliance (CEA). The CEA follows a community choice energy model that allows local governments to purchase power to meet their community's electricity needs, offering an alternative to investor-owned utilities. CEA offers competitive prices and clean energy options while reinvesting revenues into projects and programs that benefit members' communities.

The City's 2019 Climate Action Plan (CAP) represents a comprehensive framework for promoting sustainable and energy efficient practices. The CAP was adopted in May 2019 alongside the Energy and Climate Action Element (ECAE) as part of the city's General Plan Update. The CAP includes specific measures to achieve greenhouse gas (GHG) emission reduction targets, aligning with the state's 2050 GHG reduction goal, while also considering community interests like quality of life, economic development, and social equity. The City is working on update to the CAP as part of its ongoing General Plan Update, with continued measures focusing on sustainable land use, energy efficiency, and renewable energy sourcing.

Under California state law, local governments are allowed to form community choice aggregation programs, commonly known as CCAs, that offer an alternative to investor-owned utilities such as SDG&E. CEA was established through a multi-agency partnership. This model enables local governments to purchase and manage their community's energy supply. While CEA is locally operated, they work in partnership with the region's existing investor-owned utility: CEA procures the electricity while the local investor-owned utility continues to deliver energy, maintain the grid, provide billing services, and handle all new service requests and emergencies.

Participation in the CEA is completely voluntary. Customers have the choice to opt out and choose to remain full customers of the local investor-owned utility, in this case SDG&E. Because of the option to remain a local investor-owned utility customer, for the analysis, it is conservatively assumed that SDG&E is the electric provider.

Natural Gas

CPUC regulates natural gas utility service for over 11 million customers who receive natural gas from Pacific Gas & Electric, Southern California Gas (SoCalGas), SDG&E, Southwest Gas, and several smaller natural gas utilities. CPUC also regulates independent storage operators Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage (CPUC 2022). SDG&E provides natural gas service to San Diego County and Orange County, including existing natural gas provided to the Project site. SDG&E is a wholesale customer of SoCalGas and currently receives all of its natural gas from the SoCalGas system (CPUC 2023).

The majority of California's natural gas customers are residential and small commercial customers (core customers). These customers accounted for approximately 35% of the natural gas delivered by California utilities. Large consumers, such as electric generators and industrial customers (noncore customers), accounted for approximately 68% of the natural gas delivered by California utilities (CPUC 2023).

CPUC regulates California natural gas rates and natural gas services, including in-state transportation over transmission and distribution pipeline systems, storage, procurement, metering, and billing. Most of the natural gas used in California comes from out-of-state natural gas basins (CPUC 2023).

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

Petroleum

According to the U.S. Energy Information Administration, California used approximately 681 million barrels of petroleum in 2018, with the majority (584 million barrels) used for the transportation sector (EIA 2021). This total annual consumption equates to a daily use of approximately 1.9 million barrels of petroleum. There are 42 U.S. gallons in a barrel, so California consumes approximately 78.4 million gallons of petroleum per day, adding up to an annual consumption of 28.7 billion gallons of petroleum. By sector, transportation uses account for approximately 85.5% of the state's petroleum use, followed by 11.1% from industrial uses, 2.5% from commercial uses, 0.9% from residential uses, and 0.01% from electric power uses (EIA 2018).

Existing Infrastructure

The Project site consists of four City owned facilities including, the Pier View Way Bridges (Pier Bridges) and Lifeguard Headquarters, the Junior Seau Beach Community Center, the Junior Seau Amphitheater and Bandshell, and Betty's Lot/Parking Lot No. 30. SDG&E currently provides electricity and natural gas for these facilities, including a pad mounted transformer and a multimetered distribution board. The existing distribution board includes the main meter and a six-multimeter stack.

4.5.2 Regulatory Setting

Federal

Energy Policy and Conservation Act

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

Energy Independence and Security Act of 2007

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

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

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

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

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

- EISA established new categories of renewable fuel and set separate volume requirements for each one.
- EISA required the EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces.

State

California Environmental Quality Act

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

California Energy Commission

Senate Bill (SB) 1389 (Bowen, Chapter 568, Statutes of 2002) requires the Energy Commission to prepare an integrated energy report every two years. The report contains an integrated assessment of major energy trends and issues facing California's electricity, natural gas, and transportation fuel sectors. The report provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety. CEC's Integrated Energy Policy Report (IEPR) sets forth policies that would enable the state to meet its energy needs under the carbon constraints established in the 2006 Global Warming Solutions Act.

Warren–Alquist Act

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

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

State of California Energy Action Plan

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

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

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

Senate Bill 1078 (2002)

SB 1078 established the California Renewables Portfolio Standard (RPS) Program and required that a retail seller of electricity purchase a specified minimum percentage of electricity generated by eligible renewable energy resources as defined in any given year, culminating in a 20% standard by December 31, 2017. These retail sellers include electrical corporations, community choice aggregators, and electric service providers. The bill relatedly required CEC to certify eligible renewable energy resources, design and implement an accounting system to verify compliance with the RPS by retail sellers, and allocate and award supplemental energy payments to cover above-market costs of renewable energy.

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

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

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

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

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

Assembly Bill 1007 (2005)

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

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

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

California Building Standards

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

The current Title 24, Part 6 standards, referred to as the 2019 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2020. In general, single-family residences built to the 2019 standards are anticipated to use approximately 7% less energy due to energy efficiency measures than those built to the 2016 standards; once rooftop solar electricity generation is factored in, single-family residences built under the 2019 standards will use approximately 53% less energy than those under the 2016 standards (CEC 2018a). Nonresidential buildings built to the 2019 standards are anticipated to use an estimated 30% less energy than those built to the 2016 standards (CEC 2018a).

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

The 2022 standards will improve upon the 2019 standards for new construction of, and additions and alterations to, residential and nonresidential buildings. CEC updates the Title 24 Energy Code every 3 years. CEC adopted the 2022 Title 24 Energy Code in August 2021, and the California Building Standards Commission approved incorporating the updated code into the California Building Standards Code (CALGreen) in December 2021. The 2022 Energy Code will go into effect on January 1, 2023. When compared to the 2019 Title 24 Standards, the

2022 amendments include measures that will further reduce energy use in single-family, multifamily, and non-residential buildings through the following strategies (CEC 2021):

- New prescriptive and performance standards for electric heat pumps for space conditioning and water heating, as appropriate for the various climate zones in California,
- Require PV [photovoltaic] and battery storage systems for newly constructed multifamily and selected nonresidential buildings,
- Updated efficiency measures for lighting, building envelope, HVAC [heating, ventilation, and air conditioning], and
- Improvements to reduce the energy loads of certain equipment covered by (i.e., subject to the requirements of) the Energy Code that perform a commercial process that is not related to the occupant needs in the building (such as refrigeration equipment in refrigerated warehouses, or air conditioning for computer equipment in data processing centers).

Title 20 of the California Code of Regulations requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwashers; clothes washers and dryers; cooking products; electric motors; low-voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing each type of appliance covered under the regulations, and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

California's Integrated Energy Policy Report

CEC is responsible for preparing integrated energy policy reports that identify emerging trends related to energy supply, demand, and conservation; public health and safety; and maintenance of a healthy economy. CEC's 2018 IEPR discusses the state's policy goals of decarbonizing buildings, doubling energy efficiency savings, and increasing flexibility in the electricity grid system to integrate more renewable energy (CEC 2018b). Specifically, for the decarbonizing of building energy, the goal would be achieved by designing future commercial and residential buildings to have their energy sourced almost entirely from electricity in place of natural gas. Regarding the increase in renewable energy flexibility, the goal would be achieved through increases in energy storage capacity within the state, increases in energy efficiency, and adjusting energy use to the time of day when the most amount of renewable energy is being generated. Over time, these policies and trends would serve to beneficially reduce the Project's GHG emissions profile and energy consumption.

Executive Order N-79-20

EO N-79-20 sets the goal for the state that 100% of in-state sales of new passenger cars and trucks will be zero-emission by 2035. EO-N-79-20 also sets goals for transitioning to 100% zero-emission all medium- and heavy-duty vehicles by 2045, and zero-emission drayage trucks, off-road vehicles, and equipment by 2035, where feasible. Among other directives to further this EO, for passenger cars and trucks, the governor directed CARB to develop

and propose regulations requiring increasing volumes of new zero-emission vehicles sold in the state to progress toward the target of 100% of in-state sales by 2035. The governor also directed the Governor's Office of Business and Economic Development to develop a Zero-Emissions Vehicle Market Development Strategy, which was completed in February 2021 (GO-Biz 2021). The EO also directs updates and assessments to ensure zero-emission vehicle infrastructure is in place to support the levels of electric vehicle adoption required by the order.

Sustainable Communities Strategy

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

Local

SDG&E Individual Integrated Resource Plan

SDG&E's Conforming Portfolios identify a need for approximately 1,546 MW of new capacity in 2035, comprising new solar, storage, and wind resources (SDG&E 2022). SDG&E's Conforming Portfolio demonstrates that the utility is well positioned to achieve the state's climate and reliability goals, in part due to SDG&E's early compliance with RPS requirements, with around 56% of its energy mix expected from renewable resources in Compliance Period 4 (2021–2024) (SDG&E 2022). SDG&E has aggressively adopted energy storage and does not use coal resources. SDG&E is fully compliant with RPS and long-term contracting requirements. SDG&E continues its efforts to meet resource-specific renewable procurement mandates, as required, but does not expect to procure additional resources for RPS compliance purposes until after 2030.

Clean Energy Alliance

In June 2022, the Oceanside City Council voted in favor of joining the CEA. The CEA follows a community choice energy model that allows local governments to purchase power to meet their community's electricity needs, offering an alternative to investor-owned utilities. CEA offers competitive prices and clean energy options while reinvesting revenues into projects and programs that benefit members' communities.

Participation in CEA is completely voluntary. Customers have the choice to opt out and choose to remain full customers of the local investor-owned utility, in this case SDG&E. Because of the option to remain a local investor-owned utility customer, for the analysis, it is conservatively assumed SDG&E is the electric provider. Nevertheless, the CEA offers the following plans to customers:

Clean Impact – 50% Renewable Energy Content

Clean Impact Plus – 50% Renewable Energy, 75% Carbon-free Product

Green Impact – 100% Renewable Energy Content

Personal Impact – Net Energy Metering: For customers who generate their own solar or wind power

City of Oceanside General Plan

Energy Climate Action Element

The Energy Climate Action Element (ECAE) of the General Plan addresses energy consumption and other activities within the City that may contribute to adverse energy and GHG impacts. As described above (Section 4.5.1, Existing Conditions, subheading Electricity), the ECAE was adopted alongside the City's 2019 CAP, representing a comprehensive framework for promoting sustainable and energy efficient practices. The ECAE focuses on activities associated with human-induced climate change. The ECAE outlines sustainability goals and policies for the City's decision-making process, including development review protocols. The primary themes and goals of the ECAE are related to energy efficiency and renewable energy, smart growth and multimodal transportation, zero waste, water conservation, urban greening, local agriculture, and sustainable consumption (City of Oceanside 2019a). Relevant primary themes and goals are outlined as follows:

- Renewable Energy and Energy Efficiency: Oceanside residents and local business owners are encouraged to invest in energy efficiency. Reducing energy consumption through increasing the efficiency of energy technologies, reducing energy use, and using alternative sustainable sources of energy are effective ways to reduce GHG emissions and provide cost-savings opportunities. Oceanside residents and business owners are encouraged to:
  - Install residential and commercial PV systems;
  - Install energy efficient lighting and appliances;
  - Eliminate wasted energy by turning off appliances, lights, and equipment when not in use;
  - Replace or clean filters and vents in home cooling and heating equipment;
  - Install energy efficient windows; and
  - Replace incandescent light bulbs with compact fluorescent bulbs
- Smart Growth and Multimodal Transportation: Advances in technology, including Information and Communication Technologies (ICT), have changed how people work and communicate. ICT enables residents to work from home more efficiently and thus makes telecommuting a viable option. Considering that transportation sources are the largest single source of GHG emissions; reducing VMT [vehicle miles traveled] attributed to commuting to and from work is important to reduce the City's carbon footprint. While the City ensures that land use policies and zoning regulations facilitate efficient land use to accommodate future population, housing, and employment growth, individuals can make conscious choices to reduce their transportation impacts.
  - Purchase a fuel-efficient or ZEV [zero-emission vehicle];
  - Choose to live near public transit and use public transit;
  - Utilize alternative modes of transportation (i.e., walk or bike);
  - Telecommute whenever possible; and
  - Plan out trips in advance and combine multiple trips where possible.
- Zero Waste: The key to generating less waste is to reduce the amount people buy or consume and reuse products that are purchased. Making the choice to consume less provides more social and environmental benefits than recycling and composting alone. It is important to note that small daily choices and habits add up. If individuals commit to the following actions, the City will be closer to attaining its zero-waste goal:
  - Reduce needless consumption and the generation of waste.

- Reuse any item that can be reused, or give it to a person/charity that can reuse it.
- Recycle whatever you can and only dispose of what you must.
- Rot your food and yard waste through composting – nature's way of recycling.
- Donate excess food through gleaning. Gleaning reduces food waste that goes into landfills.
- Attend a class or workshop to learn about composting and vermicomposting.

- **Water Conservation:** Using water efficiently is critical to ensuring an adequate water supply for Oceanside. The following strategies will help Oceanside residents conserve water and help the City to reduce indoor and outdoor water consumption, thereby reducing emissions attributed to the water and wastewater sector:
  - Enroll in the Oceanside WaterSmart Program to manage water use;
  - Remove turf and replace it with water-efficient landscape;
- **Urban Greening:** The City encourages residents to do the following to help increase the City's tree canopy and promote carbon capture:
  - Coordinate with the City to replace trees removed from parkways;
  - Plant trees on private property;
  - Collaborate with organizations, such as Tree San Diego, to learn about the benefits of trees; and
  - Replace concrete and asphalt surfaces with permeable paving

4.5.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to energy are based on CEQA Guidelines Appendix G. For the purposes of this Project, a significant impact related to energy would occur if the proposed Project would:

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

4.5.4 Impacts Analysis

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Energy usage from the construction and operational phases of the proposed Project components under Alternative 1 were estimated using California Emissions Estimator Model (CalEEMod) Version 2022.1.[1] These components include construction and operation of reconstructed Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell. Modeling outputs and specifics, including assumptions regarding construction scenarios and durations, phasing, equipment, mobile/stationary sources, vehicle trips, and uses are provided in Appendix E.

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

Alternative 2: Betty's Lot

As described in Section 3.4.2 in Chapter 3, Project Description,, Alternative 2 includes all of the components described under Alternative 1 along with the development of Betty's Lot; this Alternative is assessed at the program-level wherein specific project details have only been developed at the conceptual level. Consideration of Betty's Lot as a site for improvements would require future project-level design. As noted in the Project Description, potential environmental impacts associated with the conceptual development of the Betty's Lot site would be disclosed and additional analysis would be required in a subsequent project-level CEQA document that would be prepared once certain design features, details, and refinements are known. The possible suite of improvements proposed at the programmatic level and under Alternative 2 are primarily public facilities, with similar uses to those proposed under Alternative 1 (i.e., community recreation classrooms, Strand-level parking spaces, a mid-level park, and multi-use surface courts). The buildout of this alternative is anticipated to accommodate existing public facility and recreational utilization demands of the City, similar to Alternative 1.

However, it is anticipated that such programmatic design under Alternative 2 (Betty's Lot) may include the following components: community recreation classrooms, Strand-level parking spaces, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. As described above, these components would require project-level review once design details are further defined and confirmed. Therefore, energy impacts associated with Betty's Lot improvements are assessed at the program-level in this section; analyzing a general suite of proposed components. Impact determinations for Betty's Lot are supported only by qualitative analysis because detailed quantitative calculations and determinations would indicate a higher level of design detail than is currently available and was therefore not conducted at this stage of project development and analysis. Any attempt at conducting quantitative modeling of the future Betty's Lot improvements would be premature and offer only speculative, and possibly inaccurate, conclusions due to the highly conceptual level of design currently available. As noted above, future project-level energy analysis will be conducted when Alternative 2 reaches a level of design that can be quantitatively assessed with a greater degree of certainty. This future analysis and its associated CEQA significance findings would be required by the City's obligation to approve future Betty's Lot improvements once more specific and refined design details are available.

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

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Construction Use

Electricity

Temporary electric power for as-needed lighting and electronic equipment, such as computers inside temporary construction trailers, would be required during short-term construction activities. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. There is nothing unusual about construction of the Project that would result in a wasteful, inefficient, or unnecessary use of electrical energy. The electricity used for such activities would be temporary, would be substantially less than that required for Project operation, would have a negligible contribution to the Project's overall energy consumption, and would not be wasteful, inefficient, or unnecessary.

Natural Gas

Natural gas is not anticipated to be required during construction of the Project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed under the subsection "Petroleum," below. Any minor amounts of natural gas that may be consumed as a result of Project construction would be temporary and negligible and would not have an adverse effect.[2]

Petroleum

The estimated diesel fuel usage from construction equipment and vendor trucks, as well as estimated gasoline fuel usage from worker vehicles, is shown in Table 4.5-1.

Table 4.5-1. Total Project Construction Petroleum Demand (Gallons)

Construction Phase	Off-Road Equipment (Diesel)	Haul Trucks (Diesel)	Vendor Trucks (Diesel)	Worker Vehicles (Gasoline)
2027	15,772	3,442	142	1,036
2028	37,251	0	557	2,265
2029	25,747	22	197	266
2030	12,541	0	3,979	3,470
2031	36,644	968	4,840	4,288
2032	36,811	0	7,184	6,453
2033	30,410	0	4,802	4,403
Totals	**195,177**	**4,432**	**21,700**	**22,181**

Source: Appendix E.
Note: Totals may not sum precisely due to rounding

As presented in Table 4.5-1 above, construction associated with the development of the Project is estimated to consume a total of approximately 22,181 gallons of gasoline from worker vehicles and 221,309 gallons of diesel for off-road equipment, haul trucks, and vendor trucks, for a total of 243,490 gallons of petroleum.

By comparison, approximately 15.08 billion gallons of petroleum would be consumed in California over the course of the proposed Project's construction period based on the California daily petroleum consumption estimate of approximately 52.9 million gallons per day (CEC 2016). The Project would be subject to CARB's In-Use Off-Road Diesel Vehicle Regulation, which applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts adding older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must show that either its fleet average index was less than or equal to the calculated fleet average target rate, or the fleet has met the Best Achievable Control Technology requirements. Overall, the Project would not be unusual as compared to overall local and regional demand for energy resources and would not involve characteristics that require equipment that would be less energy efficient than that found at comparable construction sites in the region or state.

[2] Although no natural gas is anticipated to be used during construction because construction equipment is typically diesel fueled, the possibility of natural gas use is acknowledged in the event a natural gas–fueled piece of equipment is used or a natural gas–fueled hot water boiler is used for pipe relining. However, as noted previously, all equipment was assumed to be diesel fueled in CalEEMod.

Additionally, any future development facilitated by the Project would be required to adhere to all federal, state, and local requirements. Considering these requirements, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy during construction. The energy consumption during Project construction would be commensurate with typical construction projects and would not use energy wastefully or inefficiently. The Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction; impacts related to temporary energy consumption during construction of the Project would be **less than significant.**

Operational Use

Electricity

According to the U.S. Energy Information Administration, California used approximately 239,480 gigawatt hours of electricity in 2023 (EIA 2024a). Electricity usage in California for different land uses varies substantially by the types of uses in a building, the type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. In 2023, California was the fourth-largest electricity producer in the nation, but the state was also the nation's third-largest consumer of electricity (EIA 2024b).

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

The operational phase would require electricity for multiple purposes, including building heating and cooling, lighting, appliances, electronics, landscape equipment within the Project site's operated areas, and water and wastewater conveyance. CalEEMod estimates energy usage associated with building systems that are regulated under Title 24 (such as heating and cooling systems), lighting, and use of appliances, plug-ins, and other sources not covered by Title 24. CalEEMod default values for electricity consumption for the Project's land uses were used. Table 4.5-2 presents the anticipated electricity demand for the Project. Additionally, electrical infrastructure, specifically a 100 amp life-safety panel, will be included to accommodate a portable back-up generator for the Lifeguard Operations building.

Table 4.5-2. Project Annual Operational Electricity Demand

Land Use	Demand (kWh/Year)
Pier Bridges Phase	
Lifeguard Headquarters	104,180.69
High Turnover (Sit Down Restaurant)	29,745.02
Beachfront Facilities Phase	
JSBCC	231,986.00
Parking Lot (Betty's Lot)	14,080.51
Amphitheater and Bandshell	151,983.00
Total electrical demand for Project	**531,975**

Source: Appendix E.
Notes: kWh = kilowatt-hours.

As shown in Table 4.5-2, buildout of the Project is estimated to have a total electrical demand of 531,975 kWh per year (or 1.24 million kWh per year) for Project operational usage. Compared with the City's annual electricity consumption, the anticipated increase in consumption associated with 1 year of Project operation is approximately 0.08% of the City's 2018 demand. Considering the Project would be consistent with the City's General Plan and zoning for the site, the local and regional electricity demand planning would have included the Project. In addition, the Project would be built in accordance with the current Building Energy Efficiency Standards (Title 24) at the time of construction, which include robust requirements for energy efficiency. However, the Project is anticipated to qualify for a Title 24 exemption for solar panels given the non-residential building status, local historic designation, building types and lack of necessary space for them. Also, the provisions of CALGreen apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure.

Thus, as per CEQA Guidelines Appendix F, the impacts related to electrical supply and infrastructure capacity and the Project's effect on peak and base period demands would be **less than significant**.

Natural Gas

The CPUC regulates California natural gas rates and natural gas services, including in-state transportation over transmission and distribution pipeline systems, storage, procurement, metering, and billing. Most of the natural gas used in California comes from out-of-state natural gas basins. SDG&E provides natural gas service to San Diego and Orange Counties and would provide service to the Project site. The Project would consume natural gas only for the restaurant space. The estimated natural gas consumption from Project operations is shown in Table 4.5-3.

Table 4.5-3. Project Annual Operational Natural Gas Demand

Land Use	Demand (kBTU/Year)
Pier Bridges Phase	
Lifeguard Headquarters	201,041
High Turnover (Sit-down Restaurant)	93,859
Beachfront Facilities Phase	
JSBCC	0
Parking Lot (Betty's Lot)	0
Amphitheater and Bandshell	0
Total natural gas demand for Project	**294,899**

Source: Appendix E.
Note: kBTU = kilo–British thermal units.

As shown in Table 4.5-3, the Project would result in consumption of approximately 294,899 kBTU of natural gas annually. By comparison, the City consumed approximately 4,877 million kBtu in 2018 (SDG&E 2019). The anticipated increase in consumption associated with 1year of Project operation is less than 0.01% of the City's 2018 demand. Considering the proposed Project would be consistent with the City's General Plan and zoning for the site, the local and regional natural gas demand planning would have included the Project. In addition, the proposed Project would comply with Title 24 energy efficiency standards, providing evidence that the operation of the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources and would be **less than significant.**

Petroleum

The fuel consumption resulting from the Project's operational phase would be attributable to various vehicles associated with each land use. Petroleum fuel consumption associated with motor vehicles traveling within the City during operation is a function of VMT. Trip generation rates for the Project's operational uses were based on the traffic analysis presented in Section 4.14 of this PEIR. The estimated fuel use from the Project's operational mobile sources is shown in Table 4.5-4.

Table 4.5-4. Annual Mobile Source Petroleum Demand

Fuel	Vehicle MT CO_2	kg CO_2/Gallon	Gallons
Gasoline	65.52	8.78	7,462
Diesel	2.63	10.21	258
		Total	7,720

Source: The Climate Registry 2023.
Note: MT = metric ton; CO_2 = carbon dioxide; kg = kilogram.

As depicted in Table 4.5-4, mobile sources (including from landscaping equipment) from buildout of the Project would result in approximately 7,720 gallons of petroleum fuel usage annually.

There are more than 36 million registered vehicles in California, and those vehicles consume an estimated 1.45 billion gallons of fuel each year (CEC 2022a; DMV 2022). Petroleum currently accounts for approximately 92% of California's transportation energy consumption (CEC 2019). However, technological advances, market trends, consumer behavior, and government policies could result in significant changes in fuel consumption. Over the lifetime of the Project, the fuel efficiency of vehicles is expected to increase. As such, the amount of petroleum consumed as a result of vehicle trips to and from the Project site during operation would decrease over time. As detailed in Section 4.5.2, Regulatory Setting, numerous regulations are in place that require and encourage increased fuel efficiency. For example, CARB has adopted an approach to passenger vehicles that combines the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards. The approach also includes efforts to support and accelerate the number of plug-in hybrid EVs and ZEVs in California, and the ACC II regulation that by 2035, all new passenger cars, trucks, and SUVs sold in California will be zero emissions (CARB 2022). As such, operation of the Project is expected to use decreasing amounts of petroleum over time due to advances in vehicle fuel economy standards.

As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary, and impacts would be **less than significant**.

In summary, although the Project would increase electricity, natural gas, and petroleum use during operation, considering the size of the Project, estimated use of these resources would be minimal relative to existing statewide and local demands. Energy consumption during Project operation would be commensurate with typical commercial projects and would not use energy wastefully or inefficiently. Furthermore, the Project would include several sustainability design features to reduce potential energy and water usage, as described below in the Energy Climate Action Element of the General Plan, along with drought-tolerant landscaping and water efficient irrigation systems.

Given the considerations above, energy consumption associated with operation of the Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources; impacts would be **less than significant**.

Alternative 2: Betty's Lot

The possible suite of improvements proposed at the programmatic level and under Alternative 2 are primarily public facilities, with similar uses to those proposed under Alternative 1 (i.e., community recreation classrooms, Strand-level parking spaces, a mid-level park, and multi-use surface courts). The buildout of this alternative would accommodate existing public facility and recreational utilization demands of the City, similar to Alternative 1.

Furthermore, the construction of these improvements is anticipated to be of a similar scale to those analyzed under Alternative 1, specifically Betty's Lot improvements are anticipated to require a similar fleet of construction equipment over a similar construction duration. Therefore, it is anticipated that buildout of Alternative 2 would require similar energy demands from construction and operations below the thresholds discussed above under Alternative 1. This indicates that no additional analysis is required to determine if the Project would result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation. Therefore, impacts under Alternative 2 would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2, Existing Facilities. There would be no physical change to the environment under the no Project alternative. Therefore, the continued use and operations of the Project site and features would result in the same levels of energy use which are relatively inefficient compared to current regulations and standards. Ultimately, this alternative would not result in a noticeable change in energy use or efficiency; therefore, **no impact** would occur.

Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Alternative 1 assumes a scenario where individual proposed Project components (i.e., Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell) would be built out and operated together. Analysis of Alternative 1 throughout this PEIR assumes this scenario.

Alternatives 1 and 2 both propose public facility uses which would be subject to the same state and local plans for renewable energy and energy efficiency. Therefore, due to the nature of these proposed and potential uses and applicable plans, the analysis below is structured to assess both Alternatives 1 and 2. Alternative 3, the No Project Alternative, is assessed separately because under that alternative existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell and Alternative 2: Betty's Lot

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

floor/ceiling assemblies, attics, and roofs. Additionally, it is anticipated that operational vehicles would meet the applicable standards of AB 1493 (vehicles manufactured in 2009 or later), and as a result, would likely consume less energy as fuel efficiency standards increase and vehicles are replaced. SDG&E supplies natural gas and electricity to the Project site. The Project could result in an increased use of electricity. However, based on the in-kind replacement and renovations proposed, the Project would result in a nominal increase in electricity over the City's typical annual electricity consumption.

Energy Climate Action Element of the General Plan

As stated previously, the ECAE of the City's General Plan addresses energy consumption and other activities within the City that may contribute to adverse energy and GHG impacts. In support of the primary themes and goals of the ECAE the Project would involve the following:

- Install energy-efficient lighting and appliances
- Eliminate wasted energy by turning off appliances, lights, and equipment when not in use
- Replace or clean filters and vents in cooling and heating equipment
- Install energy efficient windows
- Utilize LED bulbs with auto-dimming and daylight harvesting
- Reduce needless consumption and the generation of waste
- Enroll in the Oceanside WaterSmart Program to manage water use
- All mechanical and plumbing systems to use the latest high-efficiency fixtures (e.g., ultra-low-flow toilets and faucets)
- Landscape Plan to include tree plantings with canopy species incorporated on the Project site

Considering the Project would be consistent with the City's General Plan and zoning for the site, the local and regional energy-demand planning would have included the Project. The Project's resultant increase in energy demand, associated with the new, renovated, and reconstruction features, would not exceed the available capacity of SDG&E servicing infrastructure to the site or beyond and would again be consistent with local and regional plans for usage of the Project site and the energy consumption associated with that usage. As substantiated in the calculations provided above, the increase in electricity and natural gas usage attributable to the proposed Project falls within the current electricity and natural gas local demands. In addition, the Project would comply with Title 24 energy-efficiency standards, use appliances that meet Title 20 requirements, and implement sustainability design features. As provided above under the first threshold discussion for Alternative 1, proposed sustainability design features to be incorporated into the project design include the features listed above under Energy Climate Action Element of the General Plan to accommodate on-site energy demand as required by the City of Oceanside Zoning Ordinance Article 30, Section 3047; and drought-tolerant landscaping and water-efficient irrigation systems. The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2. There would be no physical change to the environment under the no Project alternative. Therefore, the continued use and operations of the Project site and features would result in the

same levels of energy use which are relatively inefficient compared to current regulations and standards. Ultimately, this alternative would not result in a change in energy use or efficiency; therefore, it would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and **no impact** would occur.

4.5.5 Mitigation Measures

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

4.5.6 Level of Significance After Mitigation

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

4.6 Geology and Soils

This section describes the existing geological setting of the Project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies whether mitigation measures are necessary related to implementation of the proposed Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II Project (Project). The analysis in this section also describes the associated regulations, provides information on existing paleontological resources in and surrounding the Project site, identifies the criteria used for determining significance of environmental impacts, describes the potential impacts related to paleontological resources, and lists mitigation measures that shall be incorporated into the Project to avoid or substantially lessen to the extent feasible potentially significant impacts. The following analysis is based on the Geotechnical Report that was prepared for the Project by Earth Mechanics Inc. in January 2025, included in this programmatic environmental impact report (PEIR) as Appendix H-1. A Preliminary Foundation Report was also prepared for the Project by Earth Mechanics Inc. in March 2022, and is included in this PEIR as Appendix H-2. Additionally, a Confidential Paleontological Records Search was provided by the San Diego Natural History Museum and is included in this PEIR as Confidential Appendix H-3.

4.6.1 Existing Conditions

4.6.1.1 Regional Geologic Setting

The Project area is situated in the western portion of the Peninsular Ranges physiographic province, in the Coastal Plain subregion. The Coastal Plain subregion, ranging from approximately 1 to 12 miles wide, is bounded by the Pacific Ocean to the west, and the Peninsular Ranges to the east. It is characterized by broad, planar mesas gently sloping to the west, incised by deep canyons. The Peninsular Ranges are a group of northwest-southeast trending mountains and valleys between the San Andreas fault on the east and the offshore area called the Continental Borderland. Bedrock in the Peninsular Ranges is predominantly composed of Mesozoic-age granitics. The region surrounding Oceanside, including the offshore Continental Borderland area, is transected by a series of long, mostly northwest-trending, strike-slip fault systems. Published geological mapping indicates that surficial deposits at the Project site consist of consolidated relatively flat lying, old paralic deposits. From the coastal bluffs west to the ocean, surficial soils consist of unconsolidated beach sands, overlaying bedrock most likely of the Santiago Formation (Appendix H-1).

Pier View Way Bridges

The Pier View Way Bridges were rated as being in “fair” condition in 2007, primarily because of concrete degradation associated with corrosion of reinforcing steel, a common phenomenon with reinforced concrete structures in marine environment. The Pier View Way Bridges have been assigned a “poor” condition rating as of 2018 due to an additional 10 years of service and observations made during the 2016 and 2018 concrete maintenance work.

4.6.1.2 Site Geology

Topography

The Project site is located along the waterfront near the intersection of Mission Avenue and North Pacific Street in Oceanside, California. The Project site is at the base of an approximately 30-foot-high bluff that parallels North

Pacific Street. The existing ground surface is at an approximate elevation of 11 to 15 feet above mean sea level along the beachfront. North Pacific Street is at an approximate elevation of 40 to 42 feet above mean sea level at the crest of the bluffs on the eastern side of the Project site. The Project site is bounded on the east by North Pacific Street, on the west by The Strand, the south by 1st Street, and the north by the northern parking lot of the existing Junior Seau Beach Community Center.

Geologic Conditions

Earth Mechanics Inc.'s subsurface investigation and regional geologic maps (Appendix H-1) indicate the western portion of the Project site is underlain by marine beach deposits (Qmb) which consist of unconsolidated silts, sands, and gravels. The eastern portion of the Project site, the coastal bluff above the beach, is underlain by older Quaternary paralic deposits (Qop) consisting of interfingered strandline, beach, estuarine and colluvial deposits. Qop paralic deposits consist of dense to very dense, sands, silty sands and sandy silts, gravel, and minor sandy clay.

The bluffs are historically capable of standing near vertical due to cementation of the deposits (Appendix H-1). Prior to development surrounding the Oceanside Pier, including bluff modifications, the greatest detriment to bluff stability prior to the narrowing of the beach in the mid-1920s was subaerial erosion. After the narrowing of the beach, between late December 1940 and early January 1941, a series of storms originating in the Aleutian Islands moved into Southern California and considerably damaged beachfront and bluff-top property.

Groundwater

Groundwater was encountered at depths of approximately 8.3-38.3 feet below existing grade at the time of the geotechnical report, corresponding to elevations between -10 and +8.5 feet above mean sea level. Variations in groundwater elevation will occur daily as the tide rises and falls with there likely being a time lag between elevation of groundwater and the tide elevation along the shore. Groundwater should be anticipated during construction of the proposed Project (Appendix H-1).

Geologic Hazards

Faulting and Seismicity

The Project site can be considered to lie within a seismically active region, as can all of Southern California. The California Mining and Geology Board defines an active fault as a fault that has had surface displacement within Holocene time (the last 11,700 years) (Appendix H-1). The state geologist has defined a pre-Holocene fault as any fault considered to have been active during Quaternary time (the last 1,600,000 years). This definition is used in delineating earthquake fault zones as mandated by the Alquist–Priolo Earthquake Faulting Zones Act of 1972 (Alquist–Priolo Act) and as most recently revised in 2007. The intent of the Alquist–Priolo Act is to ensure that certain habitable structures are not built across the traces of active faults.

Earthquake fault zones have been delineated based on traces of known, Holocene-active faults to address hazards associated with fault surface rupture. Where developments for human occupation are proposed within these zones, the state requires detailed fault evaluations be performed so that engineering geologists can identify the locations of active faults and recommend setbacks from locations of possible surface fault rupture. There are no mapped active faults crossing the Project site and the California Geological Survey has not identified an Earthquake Fault Zone at the Project site. The Project site is subject to shaking from both local and distant earthquakes. Earth Mechanics Inc. determined the closest active fault is the Oceanside section of the Newport-Inglewood-Rose Canyon

structural zone. The north-south trending Newport-Inglewood-Rose Canyon structural zone, a right lateral strike-slip fault, is located approximately 2.4 miles east of the Project site, and can produce a magnitude 6.9 to 7.1 earthquake (Appendix H-1).

Liquefaction

Liquefaction is a process in which soil grains in a saturated deposit lose contact after the occurrence of earthquakes or other sources of ground shaking. The soil deposit temporarily behaves as a viscous fluid, with the strength of the soil greatly diminished. Liquefiable soils typically consist of cohesionless sands and silts that are loose to medium-dense and saturated. Recent studies also show that some relatively soft cohesive soils can be subject to cyclic softening during significant earthquake shaking. To liquefy, saturated soils must be subjected to ground shaking of sufficient magnitude and duration (Appendix H-1).

Based on the Geotechnical Report, potentially liquefiable soils were encountered only in one boring. Potentially liquefiable layers were not encountered in any of the other 16 borings during geotechnical analysis of the Project site. Based on this, liquefiable layers are considered isolated and discontinuous within the Project site (Appendix H-1).

Landslides

Several formations within the San Diego region are particularly prone to landslides. These formations generally have high clay content and mobilize when they become saturated with water. Other factors, such as steeply dipping bedding that projects out of the face of the slope and/or the presence of fracture planes, will also increase the potential for landslides. The coastal bluff slopes below North Pacific Street have not historically been susceptible to landslides and are expected to be globally stable even during a seismic event (Appendix H-1).

4.6.1.3 Paleontological Resources

Paleontological resources, or fossils, are the remains of once living plants and/or animals and their traces (e.g., burrows and tracks) preserved in Earth's crust and are generally considered to be greater than 5,000 years old or prior to recorded human history per the Society of Vertebrate Paleontology (SVP 2010) guidelines. With the exception of fossils found in low-grade metasedimentary rocks, significant paleontological resources are found in sedimentary rock units that are old enough to preserve the remains or traces of plants and animals.

The Project site is mapped at a scale of 1:100,000 by Kennedy et al. (2007) and shows that the Project site is underlain and at the surface by middle to late Pleistocene (774,000 to 11,700 years ago [Cohen et al. 2024]) old paralic deposits, Units 6-7 undivided (map unit Qop 6-7). These deposits are composed of reddish-brown, poorly sorted siltstone, sandstone, and conglomerate. The geotechnical investigation by Earth Mechanics Inc. encountered this unit directly under the asphalt south of the pier bridges along North Pacific Street. The borehole data indicates Pleistocene terraces were encountered with deeper drilling. Qop 6 and 7 each rest on top of a terrace deposit according to the geologic description of the units (Kennedy et al. 2007). The coastal bluffs west to the ocean consist of unconsolidated Holocene (recent to 11,700 years ago) beach sands (map unit Qmb) which have low paleontological sensitivity that increases to high sensitivity with depth; and extending out under the pier, Miocene (5.33 to 23.04 million years ago [mya]) undivided sedimentary rocks in offshore region (map unit Tmo), have unevaluated sensitivity. The middle Eocene (48.07 to 41.03 mya) Santiago Formation, which is mapped surficially inland and likely underlying the middle to late Pleistocene old paralic deposits at depth (Kennedy et al. 2007; Appendix H-1). If encountered the Santiago Formation would have high paleontological sensitivity.

A search of the Paleobiology Database (PBDB) and the University of California Museum of Paleontology (UCMP) yielded the following localities from Pleistocene sediments similar to those that underly the Project site: approximately 1.9 miles southeast UCMP localities Invertebrate Paleontology (IP) 497-499 yielded over 2,500 fossil specimens of boney fish, sting ray, bivalves, gastropods, scaphopods, barnacles, crabs, sponges, and echinoids; approximately 4.29 miles southeast the Rancho del Oro locality produced numerous fossil water and song bird specimens; approximately 5.42 miles southeast the Robertson Ranch-east Village locality produced a mammoth; and approximately 6.36 miles northeast SDSNH locality 3775 produced antelope, ground sloths, rodents, rabbits, horse, tapir, fox, mole, mammoth, snakes, turtle, water birds, song birds, toad, boney fish, bivalves, and gastropods (PBDB 2025; UCMP 2025).

Paleontological records search results received on April 30, 2025, from the San Diego Natural History Museum (Confidential Appendix H-3), reported 14 localities recorded from within 1 mile of the Project site. Two of these localities are from the Bay Point Formation and the remaining 12 were from the San Mateo Formation, which is not expected to be impacted by this Project. The two localities from the Bay Point Formation produced the following fossils: a Bison tooth found at ground surface and a whale rib from 15 feet below ground surface (Confidential Appendix H-3). Given the proximity of past fossil discoveries in the surrounding area and potential for underlying, Pleistocene-age older alluvial deposits, the proposed Project site is highly sensitive for supporting paleontological resources below the depth of fill and recent Quaternary alluvium.

4.6.2 Regulatory Setting

Federal

International Building Code

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

Occupational Safety and Health Administration Regulations

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

State

California Geologic Survey

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

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

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

California Building Code

The CBC has been codified in the California Code of Regulations as Title 24, Part 2. Title 24 is administered by the California Building Standards Commission, which is responsible for coordinating building standards. Under state law, building standards must be codified in Title 24 to be enforceable. The CBC includes requirements related to geologic issues. Specifically, these include general provisions; structural design, including soil and seismic loading; structural tests and special inspections, including seismic resistance; soils and foundations; concrete; masonry; wood, including consideration of seismic design categories; construction safeguards; and grading, including excavation, fill, drainage, and erosion control criteria. The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure, or any appurtenances connected or attached to such buildings or structures throughout California. The CBC describes requirements for engineering geologic reports, supplemental ground-response reports, and geotechnical reports.

Alquist–Priolo Earthquake Fault Zoning Act

The Alquist–Priolo Earthquake Fault Zoning Act of 1972 (California Public Resources Code [PRC] Sections 2621–2630) regulates development and construction of buildings intended for human occupancy to avoid the hazard of surface fault rupture. The law requires the State Geologist to establish regulatory zones known as earthquake fault zones (previously called Special Studies Zones and Fault-Rupture Hazard Zones) around the surface traces of active faults and to distribute maps of these zones to all affected cities, countries, and state agencies. The California Alquist–Priolo Act also requires completion of a geologic investigation prior to Project approval, to demonstrate that applicable structures will not be constructed across active faults and/or that appropriate setbacks from such faults (generally 50 feet) are included in the Project design. The Project site is not identified on an Alquist–Priolo Earthquake Fault Zoning Map (Appendix H-1).

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (PRC Sections 2690–2699.6) addresses earthquake hazards from non-surface fault rupture, including liquefaction, landslides, strong ground shaking, or other earthquake and geologic hazards. The Seismic Hazards Mapping Act also specifies that the lead agency for a project may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils.

California Environmental Quality Act Paleontological Resources

Paleontological resources are limited, nonrenewable resources of scientific, cultural, and educational value and are afforded protection under state California Environmental Quality Act (CEQA) laws and regulations. Section VII(f) of CEQA Guidelines Appendix G, the Environmental Checklist Form, addresses the potential for adverse impacts to

"unique paleontological resource[s] or site[s] or … unique geological feature[s]." This provision covers fossils of signal importance—remains of species or genera new to science, for example, or fossils exhibiting features not previously recognized for a given animal group—as well as localities that yield fossils significant in their abundance, diversity, and preservation. Further, CEQA provides that generally, a resource shall be considered "historically significant" if it has yielded or may be likely to yield information important in prehistory (PRC 15064.5 [a][3][D]). Paleontological resources would fall within this category.

Regional

Multi-Jurisdictional Hazard Mitigation Plan

On February 7, 2023, the Board of Supervisors of the County of San Diego adopted the revised 2023 Multi-Jurisdictional Hazard Mitigation Plan (MHMP). The MHMP is a countywide plan that identifies risks and ways to minimize damage by natural and manmade disasters. The MHMP is a comprehensive document that serves many purposes, including creating a decision tool for management, promoting compliance with state and federal program requirements, enhancing local policies for hazard mitigation capability, and providing inter-jurisdictional coordination. The MHMP includes discussions focused on earthquake driven geological hazards including liquefaction and landslides.

- Details related to local hazards identified for each participating jurisdiction, including the City, are included in the jurisdictions' respective annexes. Specifically, earthquake damage was identified as a top hazard. In response, the City developed the following goal for their Local Hazard Mitigation Plan (LHMP): Goal 5: Reduce the possibility of damage and losses to life, property and the environment, particularly critical facilities or infrastructure and City owned facilities, due to earthquakes.

Local

City of Oceanside General Plan

Public Safety Element

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

Public Safety Element

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

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

The Public Safety Element includes the Public Safety Plan, which provides definitions, maps, and mitigation information for seismic and geologic hazards that exist within the City (City of Oceanside 2002a).

Environmental Resource Management Element

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

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

The Environmental Resource Management Element also provides a general map of soil types within the City (see Figure ERM-3, Soil and Land Forms, in City of Oceanside 2002b).

Land Use Element

The Land Use Element contains the following objectives and policies regarding geology and soils (City of Oceanside 2002c):

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

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

1. Keep grading to a minimum, leave vegetation and soils undisturbed wherever possible.
2. Plant bare slopes and cleared areas with appropriate vegetation immediately after grading.
3. Chemically treat soils to increase stability and resistance to erosion.
4. Install retaining structures where appropriate.
5. Construct drainage systems to direct and control rate of surface runoff.
6. Construct silt traps and settling basins in drainage systems.
7. Construct weirs and check dams on streams.

City of Oceanside General Plan Update

Safe and Resilient Environment Element

The Safe and Resilient Environment Element focuses on the City's exposure to natural and human-induced hazards. This element includes an assessment of potential damage that could result from geologic and seismic hazards.

Policy 6-41. Minimize risk to structures and humans by limiting development in areas subject to landslides or other geologic threats.

Policy 6-44. Ensure that the siting, design, engineering, and construction of new development minimizes the potential for erosion.

Policy 6-47. Require all development in areas prone to landslides and in liquefaction zones to complete geotechnical analysis and incorporate recommended measures as part of the project approval process.

Policy 6-48. Continue to enforce ordinances for grading, erosion control, and sediment management, including the provisions of the urban runoff and discharge control ordinance.

Policy 6-49. In accordance with State law, maintain up-to-date requirements for design and retrofitting of all structures to minimize the risk from seismic and geologic occurrences.

City of Oceanside Building Code

Chapter 6, Building Construction Regulations, of the City's Municipal Code outlines the regulations and requirements for construction of buildings within the City's jurisdiction, including seismic and geologic safety design standards. The City adopts the most recent CBC as the local building code and makes amendments as needed.

City of Oceanside Grading Ordinance

City of Oceanside Grading Ordinance requires that all grading, clearing, brushing, or grubbing on natural or existing grade must have a grading permit from the city engineer. The ordinance also states that "Landscape [and irrigation] plans shall be required for, but not limited to the following development: commercial, grading permits, grading slopes, industrial, parking lots, planned residential developments, remodeling that requires a permit, and subdivisions." Plans shall include details regarding landscaping, erosion control, and irrigation features. Section 1501(d) of the City's Grading Ordinance details requirements and practices of the Erosion Control System to reduce or avoid the potential for sediment runoff and erosion.

4.6.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to geology and soils are based on CEQA Guidelines Appendix G (14 CCR 15000 et seq.). For the purposes of this Project, a significant impact related to geology and soils would occur if the Project would:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
   a. 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.)
   b. Strong seismic ground shaking.
   c. Seismic-related ground failure, including liquefaction.
   d. Landslides.
2. Result in substantial soil erosion or the loss of topsoil.
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.

5. 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.
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

4.6.4 Impacts Analysis

Due to the interconnected nature of geology and soil impacts, the analysis below is structured to assess the Project's potential effects on geology and soils across the entire Project site for both Alternatives 1 and 2, rather than at the component-level (i.e., Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities and Community Plaza Area, Junior Seau Beach Community Center, Junior Seau Amphitheater and Bandshell, and Betty's Lot). This structure and analytical approach are consistent with the Geotechnical Report which assesses the entire Project site and all proposed components/facilities. The Geotechnical Report (Appendix H-1 to this PEIR) documents the improvements and geotechnical design requirements for full buildout of the entire Project site.

Alternative 3, the No Project Alternative, is assessed separately within the analysis because under that alternative existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented.

Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

> ***(a) 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)?***

The Project site is located within a seismically active region, as is all of Southern California. However, the Project site is not located within an Alquist–Priolo earthquake fault zone, and there are no known active or potentially active faults transecting or projecting toward the Project site (Appendix H-1). The nearest active fault is the Oceanside section of the Newport-Inglewood-Rose Canyon Fault Zone, located approximately 2.4 miles east of the Project site. Given the lack of known active faults on or within proximity to the Project site and the City requirement, per the Grading Regulations Manual, that the Project implement the recommendations outlined in the Geotechnical Report (Sections 10 and 12 of Appendix H-1) and adhere to the CBC requirement of specific performance standards to address geologic hazards, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault as delineated in 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.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing geologic conditions; see Section 3.2, Existing Facilities, of Chapter 3, Project Description. There would be no physical change to the environment under the no Project alternative and none of the proposed facilities or changes in existing Project site features described above would be implemented. Therefore, **no impact** would occur.

(b) strong seismic ground shaking?

Due to regional proximity to major known active fault zones such as the Newport-Inglewood-Rose Canyon Fault Zone (located approximately 2.4 miles east of the site), the Project site lies in a seismically active region. The Project site is likely to be subjected to strong ground motion from seismic activity similar to that of the rest of San Diego County and Southern California. As mentioned in Section 3.2.1, Pier View Way Bridges, the Pier View Way Bridges and Lifeguard Facilities are approaching the end of their service life and require a long-term solution. Project-related construction to the Pier View Way Bridges and Lifeguard Facilities would address safety concerns of the current Pier View Way Bridge, Lifeguard Facilities, and other beach amenities included in the Project. Proposed Project improvements would adhere to the IBC and CBC guidelines requiring specific performance standards and would implement the foundation and construction recommendations in Sections 10 and 12 of the Geotechnical Report (Appendix H-2). Project-related construction to the Pier View Way Bridge, Lifeguard Facilities, and Junior Seau Amphitheater and Bandshell would improve the condition of these features and make them more structurally stable. As such, the proposed Project improvements would benefit the Project site in terms of strong seismic ground shaking. Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking; Project impacts related to strong seismic ground shaking would be **beneficial.**

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing geologic conditions; see Section 3.2. There would be no physical change to the environment under the No Project Alternative and none of the proposed facilities or changes in existing Project site features described above would be implemented. As mentioned in Section 3.2.1, the Pier View Way Bridges and Lifeguard Facilities are approaching the end of their service life and require a long-term solution. Additionally, despite maintenance efforts by the City, the Pier View Way Bridges have been assigned a “poor” condition rating as of 2018, primarily because of continued concrete degradation associated with corrosion of reinforcing steel, a common phenomenon with reinforced concrete structures in the marine environment. Project-related construction to the Pier View Way Bridges and Lifeguard Facilities would improve the condition of these features and they would be more structurally stable. However, under the No Project Alternative, the Pier View Way Bridge, Lifeguard Facilities, and Junior Seau Amphitheater and Bandshell would continue to deteriorate which could pose safety concerns for visitors and lifeguard staff, especially in the event of strong seismic ground shaking. Given their current age, the existing facilities would continue to require ongoing maintenance and upkeep, including increased costs and time. The ability to preserve these facilities for safe and active use is likely to decrease as time passes, and these facilities would reach a point where they are no longer structurally safe and viable for continued public use, thereby ultimately requiring some method of closure or reduced utilization. While the future utilization of these public facilities would become more challenging and costly under the No Project Alternative, the City would continue to monitor and maintain these facilities and allow for safe utilization by the public as site conditions allow. Therefore, impacts would be **less than significant**.

(c) seismic-related ground failure, including liquefaction?

Based on available data at the time the Preliminary Foundation Report (Appendix H-2) was conducted, the western portion of the Project site was assumed to consist of unconsolidated beach sands that are subject to repeated cycles of scour and deposition by wave action. In conjunction with the shallow groundwater, the Project site was assumed to have a high potential for liquefaction. However, a more detailed analysis conducted in 2025, the

Geotechnical Report (Appendix H-1) found the western portion of the Project site is underlain by marine beach deposits which consist of unconsolidated silts, sands, and gravels. The eastern portion of the Project site is underlain with dense to very dense sands, silty sands, and sandy silts, gravels, and minor sandy clay. Based on findings in the Geotechnical Report, liquefiable layers are considered isolated and discontinuous within the Project site and the liquefaction potential is considered low (Appendix H-1).

As described in Section 3.2.8, Pier View Way Bridges and Lifeguard Headquarters and Lifeguard Operations Building, the existing bridge structures are supported on timber pile foundations at the Lifeguard Headquarters and spread footings at the bridge columns. Though the structure does not exhibit signs of settlement or distress due to the existing spread footings, the proposed structure is recommended to be supported on pile foundations due to the potential for liquefaction. Spread footing foundations were identified as a feasible design option for the proposed Lifeguard Operations Building (Section 3.4.1, Alternative 1) near the bluff. Additionally, it was determined that the coastal bluffs had been previously modified as part of the development surrounding the Bridges and adjacent beachfront facilities.

The proposed Project would incorporate design recommendations from the Geotechnical Report to reinforce the foundation of the Project components, as necessary, to reduce the potential for distress caused by differential foundation movement. As required in the Geotechnical Report, specific foundation improvements include retaining walls, pile foundations, spread footings, bearings, slab-on-grade bases, and drilled shafts would be included in the Project design. On-site materials may be used as engineered fill materials provided on-site materials are processed to meet the engineered fill material specifications. Once ground improvements have been performed, post-treatment testing is required to verify that the soils have been densified so as to minimize the potential for liquefaction.

Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. For the reasons stated above, with the implementation of foundation and construction recommendations outlined in the Geotechnical Report (Sections 10 and 12 of Appendix H-1), potential impacts related to seismic-related ground failure would be **less than significant.**

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing geologic conditions; see Section 3.2. There would be no physical change to the environment under the No Project Alternative and none of the proposed facilities or changes in existing Project site features described above would be implemented. Additionally, and as stated above while the liquefaction potential within the Project site is low, no foundation improvements would be incorporated into the Project site under the No Project Alternative that would otherwise improve site conditions. However, the potential for impacts associated with seismic related ground failure, including liquefaction, would not be exacerbated under the No Project Alternative. Therefore, impacts relative to this significance threshold are determined to be **less than significant.**

(d) landslides?

The Project site is adjacent to approximately 30-foot-high coastal bluff that parallels North Pacific Street. According to the Geotechnical Report prepared for the Project (Appendix H-1), the coastal bluff slopes below North Pacific Street have not historically been susceptible to landslides and are expected to be globally stable even during a seismic event. The field reconnaissance and local geologic maps indicate the western portion of the Project site is underlain

by marine beach deposits which consist of unconsolidated silts, sands, and gravels. The eastern portion of the Project site is underlain with dense to very dense sands, silty sands, sandy silts, gravels, and minor sandy clay. According to the Geotechnical Report foundation and construction recommendations (Sections 10 and 12 of Appendix H-1), the coastal bluffs would be modified as part of the proposed Project and retaining walls would be proposed along cuts. The coastal bluff materials are expected to be easily excavated with conventional earth moving equipment. Spread footings for proposed retaining walls and buildings would be installed below existing grades with in-situ soils. Additionally, construction would be performed in accordance with the Greenbook, CBC, and City of Oceanside Grading Regulations Manual. As such, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslide. Potential impacts associated with significant landslides or large-scale slope instability at the Project site would be **less than significant.**

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing geologic conditions; see Section 3.2. There would be no physical change to the environment under the No Project Alternative and none of the proposed facilities or changes in existing Project site features described above would be implemented. As mentioned in Section 4.6.1, Existing Conditions, the coastal bluff slopes within the Project site have not historically been susceptible to landslides and are expected to be globally stable even during a seismic event (Appendix H-1). As also described above, these facilities would continue to undergo deterioration from public use and coastal changes; however, those circumstances would not result in the potential for the No Project Alternative to result in landslides. Therefore, impacts relative to this significance threshold are determined to be **less than significant.**

Summary

Overall, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving (a) the rupture of a known earthquake fault as delineated in 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; (b) strong seismic ground shaking; (c) seismic-related ground failure, including liquefaction; or (d) landslides. With implementation of the Geotechnical Report (Appendix H-1) recommendations and compliance with CBC regulations, impacts of the Project would be **less than significant**.

Would the Project result in substantial soil erosion or the loss of topsoil?

The Project site is adjacent to approximately 30-foot-high coastal bluff that parallels North Pacific Street. The only location where the existing coastal bluff slope is not covered with landscaping or hardscape is between the existing Junior Seau Amphitheater seating area and 1st Street. In this location, the coastal bluff slope is covered with sparse to no vegetation and shallow erosion gullies approximately 2 feet in depth. The existing coastal bluff is susceptible to erosion and shallow instability. It is assumed that erosion would occur at a rate of 1.5 to 2 inches per year where exposed bluffs are not covered by landscape or hardscape. However, as mentioned in Section 4.6.1.2, Site Geology, the coastal bluffs are historically capable of standing near vertical due to cementation of the deposits.

The Project site has been covered with hardscape and landscape associated with the Pier and surrounding development and is now largely resistant to significant subaerial and storm related erosion. Potential causes of erosion during construction would be the use of vehicles, heavy equipment, and general earthwork accelerating the

erosion process. Wind erosion could occur on bare soils or where vehicles and equipment cause dust. These potential sources of substantial soil erosion or loss of topsoil would be addressed through compliance with the City's General Plan Grading and Excavations Objective and Policy 3.14A, identified in Section 4.6.2, Regulatory Setting, including minimizing exposed soils, silt fencing, soil binders, street sweeping, hydroseeding soils, and using sandbags, check dams, or berms during rain events to direct flows. Potential erosion impacts would be avoided by adherence to the erosion control standards established by the City's Grading Ordinance and through implementation of best management practices required by the project-specific stormwater quality management plan and stormwater pollution prevention plan prepared as part of the Project approval package. Refer to Section 4.9, Hydrology and Water Quality, of this PEIR for additional details.

In addition to the renovations and in-kind replacements, the proposed Project would implement a Landscape Design Plan that would be incorporated as a project design feature (PDF) for the areas within the Project site that would not be covered with hardscape, as outlined in Chapter 2, Environmental Setting, of the PEIR (PDF-GEO-1). The Landscape Design Plan would include landscaping that would provide the necessary vegetation coverage and resulting shallow stabilization in areas exposed and not proposed for hardscape coverage. The landscaping plan will include incorporation of native and non-invasive plant species in the coastal bluff areas defined above. The proposed hardscaping features associated with the proposed Project would reduce erosion potential, and the proposed Landscape Design Plan would stabilize soils, thereby reducing erosion potential on the Project site. Therefore, the Project would not result in substantial soil erosion or the loss of topsoil, and impacts would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing geologic conditions; see Section 3.2. There would be no physical change to the environment under the No Project Alternative and none of the proposed facilities or changes in existing Project site features described above would be implemented. As described above, erosion in susceptible areas of the Project site would occur at the anticipated rate of 1.5 to 2 inches per year where exposed bluffs are not covered by landscape or hardscape (specifically between the existing Junior Seau Amphitheater and 1st Street). However, this represents an existing condition, the exposed soil areas are shallow, and the No Project Alternative would still be subject to the City existing policy (Policy 6-48) related to ongoing erosion control management. Based on these factors, the No Project Alternative would not result in potentially adverse effects related to substantial erosion or loss of topsoil. Therefore, impacts relative to this significance threshold are determined to be **less than significant.**

Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Please refer to the responses to Threshold (c) and (d) above. Regarding landslides and liquefaction, as stated in Appendix H-1, the coastal bluff slopes below North Pacific Street have not historically been susceptible to landslides and are expected to be globally stable even during a seismic event.

Regarding lateral spreading, as described above, the western portion of the Project site is underlain by unconsolidated silts, sands, and gravels and the eastern portion is underlain with dense and very dense sands, silty sands, and sandy silts, gravels, and minor sandy clays. As discussed in the Geotechnical Report, the recommended foundation improvements including retaining walls, spread footings, bearings, slab-on-grade bases, and drilled shafts would be included in the Project design. On-site materials may be used as engineered fill materials provided

on-site materials are processed to meet the engineered fill material specifications. Once ground improvements have been performed, post-treatment testing is required to verify that the soils have been densified to minimize the potential for liquefaction and subsequent lateral spreading.

Regarding subsidence, due to the proximity of the Pacific Ocean, groundwater is anticipated to be affected by tidal fluctuations and may vary throughout the day. Groundwater elevations around the Project site may also be subject to seasonal rainfall fluctuation, runoff, and other manmade conditions. Therefore, groundwater elevation during construction may be higher or lower than the elevation encountered during the field explorations. As part of standard construction management practices when the potential for groundwater is present, the construction contractor would be responsible for control subsurface and surface water, and dewater the Project site as necessary, if groundwater is encountered. Dewatering activities could induce ground subsidence which could affect adjacent surface and subsurface structures and utilities. However, standard dewatering practices would be implemented, including applying a multifaceted approach focusing on controlling groundwater drawdown, reducing pumping rates, and managing soil compaction. Additionally, any seepage or groundwater removed from excavation would be tested and disposed of in compliance with all applicable local, state, and federal requirements.

Therefore, the Project would not 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. With implementation of all recommendations outlined in Sections 10 and 12 of the Geotechnical Report (Appendix H-1) and adherence to the CBC specific performance standards, potential impacts related to liquefaction, spreading, subsidence, collapse, and unstable soils would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2. There would be no physical change to the environment under the No Project Alternative and none of the proposed facilities or changes in existing Project site features described above would be implemented. Additionally, and as stated above Thresholds (c) and (d) address the potential for landslides and liquefaction, and the No Project Alternative would not result in any potential results related to lateral spreading, subsidence, or collapse. Therefore, impacts relative to this significance threshold are determined to be **less than significant.**

Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

According to the Preliminary Foundation Report (Appendix H-2), near surface Project site soils above the water table are expected to be predominantly silty sand, sand, and sand with silt, and the western portion of the Project site underlain by unconsolidated silts, sands, and gravels and the eastern portion is underlain with dense and very dense sands, silty sands, and sandy silts, gravels, and minor sandy clays Therefore, they are expected to possess a very low potential for expansion. The more detailed Geotechnical Report found on-site soils would provide suitable support for underground utilities and pipes (Appendix H-1). In addition, the Project would implement recommendations from Sections 10 and 12 of the Geotechnical Report, including the removal of any soft and/or unsuitable material encountered at the bottom of excavations and replacement with a non-expansive granular material (Appendix H-1). Accordingly, the Project would not be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994) and would not create substantial risks to life or property. With implementation of the foundation and construction

recommendations outlined in Sections 10 and 12 of the Geotechnical Report (Appendix H-1), impacts related to expansive soils would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing conditions with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing geologic conditions; see Section 3.2. There would be no physical change to the environment under the No Project Alternative and none of the proposed facilities or changes in existing Project site features described above would be implemented. Though Project site soils are anticipated to possess a very low potential for expansion, no foundation improvements would be incorporated into the Project site under the No Project Alternative. Therefore, impacts would be **less than significant.**

Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The Project would continue to be provided with sewer service through the City, as discussed in Section 4.16, Utilities and Service Systems, of this PEIR. The proposed Project does not include or require the use of septic tanks or alternative wastewater disposal systems. Therefore, **no impact** would occur.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing geologic conditions; see Section 3.2. There would be no physical change to the environment under the No Project Alternative and none of the proposed facilities or changes in existing Project site features described above would be implemented. The current facilities do not require the use of septic tanks or alternative wastewater disposal systems. Therefore, **no impact** would occur.

Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No paleontological resources were identified within the Project site as a result of the desktop geological review. Furthermore, the Project site is located within an area that has been previously developed and is likely underlain by fill materials, at least in part. As such, the Project site is not anticipated to be underlain by unique geologic features. However, a record search conducted with the San Diego Natural History Museum indicated that based on published geological reports (e.g., Kennedy et al. 2007) the proposed Project has the potential to impact late Pleistocene- to Holocene-age marine beach deposits and late Pleistocene-age old paralic deposits. While this area locally has been heavily disturbed by urban development over the years, intact paleontological resources may be present below the original layer of fill material and recent Quaternary alluvium. If intact paleontological resources are located on site, ground-disturbing activities associated with construction of the proposed Project, such as grading, have the potential to destroy a unique paleontological resource or site. As such, the Project site is considered to be potentially sensitive for paleontological resources below the depth of fill materials and recent Quaternary alluvium and without mitigation, the potential damage to paleontological resources during construction associated with the proposed Project is considered a potentially significant impact. However, with implementation of **Mitigation Measure (MM) GEO-1**, potentially significant impacts associated with construction would be reduced to **less-than-significant** impacts.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing geologic conditions; see Section 3.2. There would be no physical change to the environment under the No Project Alternative and none of the proposed facilities or changes in existing Project site features described above would be implemented. Therefore, **no impact** would occur.

4.6.5 Mitigation Measures

MM-GEO-1 Paleontological Resources (reproduced below from the City of Oceanside Mitigation Monitoring and Reporting Program, Table 9-1, of the Onward Oceanside – General Plan Update, Phase 2 Draft PEIR [Recon 2024]):

Prior to the issuance of grading permits, the applicant shall provide written confirmation to the City of Oceanside that a qualified paleontologist been retained. A qualified paleontologist is defined as an individual with an MS or PhD in paleontology or geology who is familiar with paleontological procedures and techniques and has expertise in local geology, stratigraphy, and biostratigraphy. The qualified paleontologist shall perform the following:

- Attend the pre-construction meeting and provide worker environmental awareness training at the preconstruction meeting as well as at the jobsite the day grading is to be initiated. In addition, the qualified paleontologist shall inform the grading contractor and City Engineer of the paleontological monitoring program methodologies.
- Identification of where paleontological monitoring of excavations impacting the San Diego Formation, Old Alluvial Floodplain Deposits, and deep excavations (greater than five feet below the ground surface) in areas underlain by Young Alluvial Floodplain Deposits is required within the project site based on construction plans and/or geotechnical reports.
- Procedures for adequate paleontological monitoring (including necessary monitoring equipment), methods for treating fossil discoveries, fossil recovery procedures, and sediment sampling for microvertebrate fossils, including the following requirements:
  - A paleontological monitor shall be on-site at all times during the original cutting of previously undisturbed sediments of moderately to highly sensitive geologic units (e.g., San Diego Formation, Old Alluvial Floodplain Deposits, and excavations below a depth of five feet below the ground surface in areas underlain by Young Alluvial Floodplain Deposits) to inspect cuts for contained fossils. (A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials.) The paleontological monitor shall work under the direction of a qualified paleontologist. Monitoring is not required during shallow excavations within Young Alluvial Floodplain Deposits.
  - Paleontological monitoring is not required in areas underlain by Artificial Fill unless grading activities are anticipated to extend beneath the veneer of fill and impact underlying geological units with moderate to high paleontological sensitivity (e.g., San Diego Formation, Old Alluvial Floodplain Deposits, or deeper excavations into Young Alluvial Floodplain Deposits).

- If fossils are discovered, the qualified paleontologist and/or paleontological monitor shall recover them. The paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading within 50 feet of the resource to allow recovery of fossil remains. Because of the potential for the recovery of small fossil remains, it maybe necessary in certain instances, and at the discretion of the qualified paleontologist, to set up a screen-washing operation on the project site. Alternatively, sediment samples can be collected and processed off-site.

- Paleontological reporting and collections management:
  - Prepared fossils along with copies of all pertinent field notes, photos, maps, and the final paleontological monitoring report discussed below shall be deposited in a scientific institution with paleontological collections such as the San Diego Natural History Museum within 90 days of completion of monitoring unless the City of Oceanside and the qualified paleontologist determine the extent of fossils recovered will require more preparation, stabilization, and/or curatorial time. Any curation costs shall be paid for by the applicant.
  - A final paleontological monitoring report shall be completed. This report shall include discussions of the methods used, stratigraphy exposed, fossils collected, and significance of recovered fossils, and shall be submitted to the designated scientific institution within 90 days of the completion of monitoring unless the City of Oceanside and the qualified paleontologist determine the extent of fossils recovered will require more preparation, stabilization, and/or curatorial time.

4.6.6 Level of Significance After Mitigation

As described in the impact analysis throughout Section 4.6.4 above, impacts related to geology and soils as a result of the proposed Project, with implementation of the mitigation measure outlined in Section 4.6.5, would be **less than significant**.

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4.7 Greenhouse Gases

This section describes the existing greenhouse gas (GHG) conditions, identifies associated regulatory requirements, evaluates potential impacts, and establishes mitigation measures related to implementation of the proposed Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II Project (Project). The following analysis is based on the Air Quality and Greenhouse Gas Emissions Technical Report prepared by Dudek in October 2025, which is included as Appendix E to this programmatic environmental impact report (PEIR).

4.7.1 Existing Conditions

Project Site

The Project site is located on the west side of North Pacific Street along the Pacific Ocean and Oceanside City Beach between Civic Center Drive and Parking Lot No. 28 to the north and 1st Street to the south (Figure 3-2A, Project Site, in Chapter 3, Project Description). The Project site contains a portion of The Strand which is the main thoroughfare along the Oceanside City Beach (beach); it is a paved two-way pedestrian and bicycle path, with restricted vehicular access, paralleling the beach and immediately west of the four referenced City owned facilities. Adjacent land uses include commercial properties to the east, commercial and residential properties to the north and south, and the Pacific Ocean to the south and west. The Oceanside Municipal Pier (wooden portion) is directly to the west of the Project site, connected by the Pier Bridges. The Project site is approximately 0.76-mile west of the Interstate-5, the nearest major access-controlled highway.

Climate Change Overview

Climate change refers to any significant change in measures of climate—such as temperature, precipitation, or wind patterns—lasting for an extended period (decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system. Many factors, both natural and human, can cause changes in Earth's energy balance, including variations in the sun's energy reaching the Earth, changes in the reflectivity of Earth's atmosphere and surface, and changes in the greenhouse effect, which affects the amount of heat retained by Earth's atmosphere (EPA 2017).

The greenhouse effect is the trapping and buildup of heat in the atmosphere near the Earth's surface (troposphere). The greenhouse effect traps heat in the troposphere through a threefold process, as follows: short-wave radiation emitted by the Sun is absorbed by the Earth, the Earth emits a portion of this energy in the form of long-wave radiation, and GHGs in the upper atmosphere absorb this long-wave radiation and emit it into space and toward the Earth. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature and creates a pleasant, livable environment on the Earth. Human activities that emit additional GHGs into the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise (EPA 2017).

The scientific record of the Earth's climate shows that the climate system varies naturally over a wide range of time scales and that, in general, climate changes prior to the Industrial Revolution in the 1700s can be explained by natural causes, such as changes in solar energy, volcanic eruptions, and natural changes in GHG concentrations. However, recent climate changes, in particular the warming observed over the past century, cannot be explained by natural causes alone. Rather, it is extremely likely that human activities have been the dominant cause of warming since the mid-twentieth century and are the most significant driver of observed climate change (EPA 2017;

IPCC 2013). Human influence on the climate system is evident from the increasing GHG concentrations in the atmosphere, positive radiative forcing, observed warming, and improved understanding of the climate system. The atmospheric concentrations of GHGs have increased to levels unprecedented in the last 800,000 years, primarily from fossil fuel emissions and secondarily from emissions associated with land use changes (IPCC 2013). Continued emissions of GHGs will cause further warming and changes in all components of the climate system, which is discussed further below, under Potential Effects of Climate Change.

Greenhouse Gases

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. GHGs include, but are not limited to, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), O_3, water vapor, hydrofluorocarbons (HFCs), hydrochlorofluorocarbons (HCFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6).[1] Some GHGs—such as CO_2, CH_4, and N_2O—are emitted to the atmosphere through both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Manufactured GHGs, which have a much greater heat-absorption potential than CO_2, include fluorinated gases (e.g., HFCs, HCFCs, PFCs, and SF_6) and are associated with certain industrial products and processes. A summary of the most common GHGs and their sources is included in the following text.[2] Also included is a discussion of other climate-forcing substances.

Carbon Dioxide. CO_2 is both a naturally occurring gas and a byproduct of human activities and is the principal anthropogenic GHG that affects the Earth's radiative balance. Natural sources of CO_2 include respiration of bacteria, plants, animals, and fungus; evaporation from oceans; volcanic out-gassing; and decomposition of dead organic matter. Human activities that generate CO_2 are the combustion of fuels (e.g., coal, oil, natural gas, and wood) and changes in land use.

Methane. CH_4 is also produced through both natural and human activities. CH_4 is a flammable gas and is the main component of natural gas. CH_4 is produced through anaerobic (without oxygen) decomposition of waste in landfills, flooded rice fields, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.

Nitrous Oxide. N_2O is produced, once again, through natural and human activities, mainly through agricultural activities and natural biological processes, although fuel burning and other processes also create N_2O. Sources of N_2O include soil cultivation practices (microbial processes in soil and water), especially the use of commercial and organic fertilizers; manure management; industrial processes, such as in nitric acid production, nylon production, and fossil-fuel-fired power plants; vehicle emissions; and using N_2O as a propellant (such as in rockets, race cars, and aerosol sprays).

Fluorinated Gases. Fluorinated gases (also referred to as F-gases) are synthetic powerful GHGs emitted from many industrial processes. Fluorinated gases are commonly used as substitutes for stratospheric O_3-depleting

[1] California Health and Safety Code Section 38505 identifies seven GHGs that CARB is responsible for monitoring and regulating to reduce emissions: CO_2, CH_4, N_2O, SF_6, HFCs, PFCs, and nitrogen trifluoride.

[2] The descriptions of GHGs are summarized from the Intergovernmental Panel on Climate Change's (IPCC) Second Assessment Report (1995), IPCC Fourth Assessment Report (2007), CARB's Glossary of Terms Used in GHG Inventories (CARB 2025), and EPA's Glossary of Climate Change Terms (EPA 2024a).

substances (e.g., chlorofluorocarbons [CFCs], HCFCs, and halons). The most prevalent fluorinated gases include the following:

- **Hydrofluorocarbons:** HFCs are compounds containing only hydrogen, fluorine, and carbon atoms. HFCs are synthetic chemicals used as alternatives to O_3-depleting substances in serving many industrial, commercial, and personal needs. HFCs are emitted as byproducts of industrial processes and are used in manufacturing.
- **Perfluorocarbons:** PFCs are a group of human-made chemicals composed of carbon and fluorine only. These chemicals were introduced as alternatives, along with HFCs, to O_3-depleting substances. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Since PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere, these chemicals have long lifetimes, ranging between 10,000 and 50,000 years.
- **Sulfur Hexafluoride:** SF_6 is a colorless gas that is soluble in alcohol and ether and slightly soluble in water. SF_6 is used for insulation in electric power transmission and distribution equipment, semiconductor manufacturing, the magnesium industry, and as a tracer gas for leak detection.
- **Nitrogen Trifluoride:** Nitrogen trifluoride is used in the manufacture of a variety of electronics, including semiconductors and flat panel displays.

Chlorofluorocarbons. CFCs are synthetic chemicals that have been used as cleaning solvents, refrigerants, and aerosol propellants. CFCs are chemically unreactive in the lower atmosphere (troposphere), and the production of CFCs was prohibited in 1987 due to the chemical destruction of stratospheric O_3.

Hydrochlorofluorocarbons. HCFCs are a large group of compounds with a structure very close to that of CFCs—containing fluorine, chlorine, and carbon atoms—but including one or more hydrogen atoms. Like HFCs, HCFCs are used in refrigerants and propellants. HCFCs were also used in place of CFCs for some applications; however, their use in general is being phased out.

Black Carbon. Black carbon is a component of fine particulate matter ($PM_{2.5}$), which has been identified as a leading environmental risk factor for premature death. It is produced from the incomplete combustion of fossil fuels and biomass burning, particularly from older diesel engines and forest fires. Black carbon warms the atmosphere by absorbing solar radiation, influences cloud formation, and darkens the surface of snow and ice, which accelerates heat absorption and melting. Black carbon is short lived and varies spatially, which makes it difficult to quantify its global warming potential (GWP). DPM emissions are a major source of black carbon and are TACs that have been regulated and controlled in California for several decades to protect public health. In relation to declining DPM from CARB's regulations pertaining to diesel engines, diesel fuels, and burning activities, CARB estimates that annual black carbon emissions in California have reduced by 70% between 1990 and 2010, with 95% control expected by 2020 (CARB 2014).

Water Vapor. The primary source of water vapor is evaporation from the ocean, with additional vapor generated by sublimation (change from solid to gas) from ice and snow, evaporation from other water bodies, and transpiration from plant leaves. Water vapor is the most important, abundant, and variable GHG in the atmosphere and maintains a climate necessary for life.

Ozone. Tropospheric O_3, which is created by photochemical reactions involving gases from both natural sources and human activities, acts as a GHG. Stratospheric O_3, created by the interaction between solar ultraviolet radiation and molecular oxygen, plays a decisive role in the stratospheric radiative balance. Depletion of stratospheric O_3, due to chemical reactions that may be enhanced by climate change, results in an increased ground-level flux of ultraviolet-B radiation.

Aerosols. Aerosols are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light.

Global Warming Potential

Gases in the atmosphere can contribute to climate change both directly and indirectly. Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2024a). The Intergovernmental Panel on Climate Change (IPCC) developed the GWP concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is defined as the ratio of the time-integrated radiative forcing from the instantaneous release of 1 kilogram of a trace substance relative to that of 1 kilogram of a reference gas (IPCC 2014). The reference gas used is CO2; therefore, GWP-weighted emissions are measured in metric tons (MT) of carbon dioxide equivalent (CO_2e).

The current version of CalEEMod (Version 2022.1.1.28) utilizes 25 as the GWP for CH_4 (so emissions of 1 MT of CH4 are equivalent to emissions of 25 MT of CO_2), and 298 as the GWP for N_2O, based on the IPCC Fourth Assessment Report (IPCC 2007). The GWP values identified in CalEEMod were applied to the proposed Project.

Sources of Greenhouse Gas Emissions

Global Inventory

GHG emissions worldwide in 2022 (the most recent year for which data is available) totaled approximately 53,786 million metric tons (MMT) CO_2e, excluding land use change and forestry. Six countries—China, the United States, Russia, India, Japan, and Brazil—and the European community accounted for approximately 62% of the total global emissions, or approximately 33,124 MMT CO_2e (Joint Research Centre 2023). Table 4.7-1 presents the top GHG-emissions-producing countries and the European Union.

Table 4.7-1. Six Top GHG Producer Countries and the European Union

Emitting Countries	2022 GHG Emissions (MMT CO_2e)[a,b]
China	15,685
United States	6,017
India	3,943
European Union	3,588
Russia	2,580
Brazil	1,311
Japan	1,085
Total	**34,209**

Source: Joint Research Centre 2023.
Notes: GHG = greenhouse gas; MMT CO_2e = million metric tons of carbon dioxide equivalent.
[a] Column may not add due to rounding.
[b] GHG emissions do not include land use change and forestry-related GHG emissions.

National Inventory

Per the EPA's Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2022, total U.S. GHG emissions were approximately 6,343.2 MMT CO2e in 2022 (EPA 2024b). Total U.S. emissions have decreased by 3% from 1990 to 2022, down from a high of 15.2% above 1990 levels in 2007. Gross emissions increased from 2021 to 2022 by 0.2% (14.4 MMT CO_2e). Net emissions (i.e., including sinks) were 5,489 MMT CO2e in 2022. Overall, net emissions increased 1.3% from 2021 to 2022 and decreased 16.7% from 2005 levels. From 2021 to 2022, the increase in total GHG emissions was driven largely by an increase in CO2 emissions from fossil fuel combustion due to the continued economic activity rebounding after the height of the COVID-19 pandemic. The CO2 emissions from fossil fuel combustion increased by 1% from 2021 to 2022, including a 5% increase in residential sector emissions, 8.9% increase in commercial sector emissions, 2.6% increase in industrial emissions, 0.1% decrease in transportation sector emissions, and 0.6% decrease in electric power sector emissions. Carbon sequestration in the land use, land-use change, and forestry sector offset 14.5% of total emissions in 2022 (EPA 2024b).

State Inventory

Per the 2024 EPA Inventory of U.S. GHG Emissions and Sinks: 1990–2022, total U.S. GHG emissions were approximately 6,343 MMT CO_2e in 2022 (EPA 2024b). The primary GHG emitted by human activities in the United States was CO_2, which represented approximately 79.7% of total GHG emissions (5,053 MMT CO_2e). The largest source of CO_2, and of overall GHG emissions, was fossil-fuel combustion, which accounted for approximately 93.0% of CO_2 emissions in 2022 (4,699 MMT CO_2e). Relative to the 1990 emissions level, gross U.S. GHG emissions in 2022 were 3.0% lower. GHG emissions increased from 2021 to 2022 by 0.2% (14.4 MMT CO_2e) and, overall, net emissions in 2022 were 15.4% below 2005 levels (EPA 2024b).

According to California's 2000 through 2022 GHG emissions inventory (2024 edition), California emitted 371.1 MMT CO_2e in 2022, including emissions resulting from out-of-state electrical generation (CARB 2024). The sources of GHG emissions in California include transportation, industry, electric power production from both in-state and out-of-state sources, residential and commercial activities, agriculture, high GWP substances, and recycling and waste. The California GHG emission source categories and their relative contributions in 2022 are presented in Table 4.7-2.

Table 4.7-2. GHG Emissions Sources in California

Source Category	Annual GHG Emissions (MMT CO_2e)	Percent of Total[a]
Transportation	139.9	37.7%
Industrial	72.7	19.6%
Electricity (in state)	42.2	11.4%
Electricity (imports)	17.5	4.7%
Agriculture	29.8	8.0%
Residential	24.7	6.6%
Commercial	14.8	4.0%
High global-warming potential substances	21.3	5.7%
Recycling and waste	8.2	2.2%
Total	**371.1**	**100%**

Source: CARB 2024.
Notes: GHG = greenhouse gas; MMT CO_2e = million metric tons of carbon dioxide equivalent.
[a] Column may not add due to rounding.

Local Inventories

According to the GHG inventory data compiled by the Energy Policy Initiative Center for the 2021 Regional Plan, in 2016, the County (as defined to include all cities therein and unincorporated San Diego County areas) emitted approximately 26 MMT CO_2e (SANDAG 2021). As outlined in Table 4.7-3, passenger cars and light-duty trucks generated approximately 40% of these emissions.

Table 4.7-3. San Diego County Greenhouse Gas Emissions by Sectors

Source Category	Annual GHG Emissions (MMT CO_2e)	Percent of Total
Passenger Cars and Light-Duty Trucks	10.4	40.33%
Electricity	5.3	20.55%
Natural Gas	3.1	12.02%
Industrial	2.1	8.14%
Heavy-Duty Trucks and Vehicles	1.8	6.98%
Other Fuels	1.1	4.27%
Off-Road Transportation	0.62	2.40%
Solid Waste	0.59	2.29%
Water	0.24	0.93%
Aviation	0.21	0.81%
Rail	0.11	0.43%
Wastewater	0.07	0.27%
Agriculture	0.05	0.19%
Marine Vessels	0.05	0.19%
Soil Management	0.05	0.19%
Total	**25.79**	**100%**

Source: SANDAG 2021.
Notes: GHG = greenhouse gas; MMT = million metric tons; CO_2e = carbon dioxide equivalent per year
Totals may not sum due to rounding.

The most recent City community emissions is from the 2013 emissions inventory prepared for the 2019 Climate Action Plan (CAP) (City of Oceanside 2019a) (Table 4.7-4).

Table 4.7-4. City of Oceanside Greenhouse Gas Emissions by Sectors for 2013

Source Category	Annual GHG Emissions (MT CO_2e)	Percent of Total
Transportation	477,178	48.5%
Electricity	251,524	25.6%
Natural Gas	162,447	16.5%
Solid Waste	40,615	4.1%
Water	27,420	2.8%
Municipal Operations[a]	24,828	2.5%
Total	**984,012**	**100%**

Source: City of Oceanside 2019a.
Notes: GHG emissions for each category are rounded. Sums may not add up to totals due to rounding.
[a] Emissions associated with water and wastewater treatment at City-operated facilities were accounted for as municipal emissions. Water emissions include upstream emissions from import of water to the City of Oceanside.

Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The 2014 IPCC Synthesis Report (IPCC 2014) indicated that warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia. Signs that global climate change has occurred include warming of the atmosphere and ocean, diminished amounts of snow and ice, rising sea levels, and ocean acidification (IPCC 2014).

In California, climate change impacts have the potential to affect sea-level rise, agriculture, snowpack and water supply, forestry, wildfire risk, public health, frequency of severe weather events, and electricity demand and supply. The primary effect of global climate change has been a rise in average global tropospheric temperature. Reflecting the long-term warming trend since pre-industrial times, observed global mean surface temperature for the decade 2006–2015 was 0.87°C (likely between 0.75°C and 0.99°C) higher than the average over the 1850–1900 period (IPCC 2018). Scientific modeling predicts that continued emissions of GHGs at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. Human activities are estimated to have caused approximately 1.0°C (1.8°F) of global warming above pre-industrial levels, with a likely range of 0.8°C to 1.2°C (1.4°F to 2.2°F). Global warming is likely to reach 1.5°C (2.7°F) between 2030 and 2052 if it continues to increase at the current rate (IPCC 2018).

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. The Office of Environmental Health Hazard Assessment identified various indicators of climate change in California, which are scientifically based measurements that track trends in various aspects of climate change. Many indicators reveal discernible evidence that climate change is occurring in California and is having significant, measurable impacts in the state. Changes in the state's climate have been observed, including an increase in annual average air temperature with record warmth from 2012 to 2016, more frequent extreme heat events, more extreme drought, a decline in winter chill, an increase in cooling degree days (i.e., the number of days artificial cooling is needed) and a decrease in heating degree days (i.e., the number of days artificial heating is needed), and an increase in variability of statewide precipitation (OEHHA 2018).

Warming temperatures and changing precipitation patterns have altered California's physical systems—the ocean, lakes, rivers and snowpack—upon which the state depends. Winter snowpack and spring snowmelt runoff from the Sierra Nevada and southern Cascade Mountains provide approximately 33% of the state's annual water supply. Impacts of climate on physical systems have been observed, such as high variability of snow-water content (i.e., amount of water stored in snowpack), decrease in spring snowmelt runoff, glacier change (loss in area), rise in sea levels, increase in average lake water temperature and coastal ocean temperature, and a decrease in dissolved oxygen in coastal waters (OEHHA 2018).

Impacts of climate change on biological systems, including humans, wildlife, and vegetation, have also been observed, including climate change impacts on terrestrial, marine, and freshwater ecosystems. As with global observations, species responses include those consistent with warming: elevational or latitudinal shifts in range, changes in the timing of key plant and animal life cycle events, and changes in the abundance of species and in community composition. Humans are better able to adapt to a changing climate than plants and animals in natural ecosystems (OEHHA 2018). Nevertheless, climate change poses a threat to public health as warming temperatures and changes in precipitation can affect vector-borne pathogen transmission and disease patterns in California, as well as the variability of heat-related deaths and illnesses. In addition, since 1950, the area burned by wildfires each year has been increasing (CNRA 2019).

The California Natural Resources Agency (CNRA) has released four California Climate Change Assessments (in 2006, 2009, 2012, and 2018) that have addressed acceleration of warming across the state; more intense and frequent heat waves; greater riverine flows; accelerating sea level rise; more intense and frequent drought; more severe and frequent wildfires; more severe storms and extreme weather events; shrinking snowpack and less overall precipitation; and ocean acidification, hypoxia, and warming. To address local and regional governments' need for information to support action in their communities, the Fourth Assessment includes reports for nine regions of the state. Key highlights for the San Diego Region include the following (CNRA 2019):

- Temperature is projected to increase substantially, along with mean temperature.
- Heat wave frequency will increase, with more intensity and longer duration.
- Precipitation will remain highly variable but will change in character, with wetter winters, drier springs, and more frequent and severe droughts punctuated by more intense individual precipitation events.
- Wildfire risk will increase in the future as climate warms. The risk for large catastrophic wildfires driven by Santa Ana wind events will also likely increase as a result of a drier autumns leading to low antecedent precipitation before the height of the Santa Ana wind season.
- The sea level along San Diego County is expected to rise. High tides combined with elevated shoreline water levels produced by locally and distantly driven wind-driven waves will drive extreme events. Longer-term sea level will increase rapidly in the second half of the century and will be punctuated by short periods of storm-driven extreme sea levels that will imperil existing infrastructure, structures, and ecosystems with increasing frequency.

4.7.2 Regulatory Setting

Federal Regulations

Massachusetts v. U.S. Environmental Protection Agency

In *Massachusetts v. EPA* (April 2007), the U.S. Supreme Court ruled that CO_2 was a pollutant and directed the EPA administrator to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the EPA administrator is required to follow the language of CAA Section 202(a). On December 7, 2009, the administrator signed a final rule with two distinct findings regarding GHGs under CAA Section 202(a):

- **Endangerment Finding:** The elevated concentrations of GHGs—CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6—in the atmosphere threaten the public health and welfare of current and future generations. This is referred to as the "endangerment finding."
- **Cause or Contribute Finding:** The combined emissions of GHGs—CO_2, CH_4, N_2O, and HFCs—from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. This is referred to as the "cause or contribute finding."

These two findings were necessary to establish the foundation for regulation of GHGs from new motor vehicles as air pollutants under the CAA.

Energy Independence and Security Act

The Energy Independence and Security Act of 2007 (Public Law 110-140), among other key measures, did the following to aid in the reduction of national GHG emissions:

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel by 2022.
- Set a target of 35 miles per gallon for the combined fleet of cars and light trucks by model year 2020, and direct National Highway Traffic Safety Administration (NHTSA) to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products and procedures for new or amended standards, energy conservation, energy-efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

Federal Vehicle Standards

NHTSA's Corporate Average Fuel Economy (CAFE) standards regulate how far vehicles must travel on a gallon of fuel. NHTSA sets CAFE standards for passenger cars and for light trucks (collectively, light-duty vehicles), and separately sets fuel consumption standards for medium- and heavy-duty trucks and engines. NHTSA also regulates the fuel-economy window stickers on new vehicles. The CAFE standards are developed for a range of model years at a time. For example, the most recent proposal is for light-duty vehicles for model years 2027-2031 and for heavy-duty pickup trucks and vans 2030-2035.

The CAA allows California to seek a waiver of the preemption which prohibits states from enacting emission standards for new motor vehicles. EPA must grant a waiver, however, before California's rules may be enforced. When California files a waiver request, EPA publishes a notice for public hearing and written comment in the Federal Register. The written comment period remains open for a period after the public hearing. Once the comment period expires, EPA reviews the comments, and the Administrator determines whether the requirements for obtaining a waiver have been met. California has petitioned for a waiver to implement more stringent vehicle emission standards from the EPA since 1998 and continues to do so.

In 2019, and during the first Trump administration, the EPA and NHTSA published the Safer Affordable Fuel-Efficient Vehicles Rule Part One: One National Program (SAFE-1) (84 Fed. Reg. 51310), which revoked California's authority to set its own GHG emissions standards and set zero-emission vehicle (ZEV) mandates in California. In March 2020, Part Two was issued by the EPA and NHTSA, which set CO_2 emissions standards and corporate average fuel economy standards for passenger vehicles and light-duty trucks for model years 2021 through 2026.

In March 2022, during the Biden administration, the EPA reinstated California's authority under the CAA to implement its own GHG emission standards and ZEV sales mandate. The EPA also concluded that the actions taken under the previous administration as a part of SAFE-1 were decided in error and, therefore, rescinded SAFE-1.

The Inflation Reduction Act of 2022

The Inflation Reduction Act was signed into law by President Biden in August 2022. The Act includes specific investment in energy and climate reform and is projected to reduce GHG emissions in the United States by 40% compared to 2005 levels by 2030. The Act allocates funds to boost renewable energy infrastructure (e.g., solar panels and wind turbines), includes tax credits for the purchase of electric vehicles, and includes measures that

will make homes more energy efficient. The Inflation Reduction Act confirms that reduction of GHGs is a core goal of the CAA and that the funding provided should allow the EPA to increase the scope of its CAA rulemakings. The Act also confirms applicability of the Inflation Reduction Act to GHGs in three specific areas: (1) California's ability to regulate GHG emissions from vehicles, (2) the EPA's authority to regulate CH_4 emissions from oil and gas facilities, and (3) the EPA's authority to regulate GHG emissions from power plants.

State Regulations

The statewide GHG emissions regulatory framework is summarized below by category: state climate change targets, building energy, renewable energy and energy procurement, mobile sources, solid waste, water, and other state regulations and goals. The following text describes Executive Orders (Eos), legislation, regulations, and other plans and policies that would directly or indirectly reduce GHG emissions and/or address climate change issues.

State Climate Change Targets

The state has taken a number of actions to address climate change. These actions are summarized below, and include EOs, legislation, and CARB plans and requirements.

Executive Order S-3-05

EO S-3-05 (June 2005) identified GHG emissions-reduction targets and laid out responsibilities among the state agencies for implementing the EO and for reporting on progress toward the targets. This EO identified the following targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80% below 1990 levels.

EO S-3-05 also directed the California Environmental Protection Agency to report biannually on progress made toward meeting the GHG targets and the impacts to California due to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry.

Assembly Bill 32

In furtherance of the goals identified in EO S-3-05, the Legislature enacted AB 32, the California Global Warming Solutions Act of 2006 (California Health and Safety Code Sections 38500–38599). AB 32 provided initial direction on creating a comprehensive multiyear program to limit California's GHG emissions at 1990 levels by 2020, and initiate the transformations required to achieve the state's long-range climate objectives.

Executive Order B-30-15

EO B-30-15 (April 2015) identified an interim GHG-reduction target in support of targets previously identified under EO S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing GHG emissions to 40% below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80% below 1990 levels by 2050, as set forth in EO S-3-05.

Senate Bill 32 and Assembly Bill 197

SB 32 and AB 197 (enacted in 2016) are companion bills. SB 32 codified the 2030 emissions-reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40% below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the Senate and three members of the Assembly, to provide ongoing oversight over implementation of the state's climate policies. AB 197 also added two members of the Legislature to the Board as nonvoting members; requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and TACs from reporting facilities; and requires CARB to identify specific information for GHG emissions-reduction measures when updating the Scoping Plan.

Executive Order B-55-18

EO B-55-18 (September 2018) identified a policy for the state to achieve carbon neutrality as soon as possible (no later than 2045) and achieve and maintain net-negative emissions thereafter. The goal is in addition to the existing statewide targets of reducing the state's GHG emissions. CARB will work with relevant state agencies to ensure that future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.

Assembly Bill 1279

The Legislature enacted AB 1279, the California Climate Crisis Act, in September 2022. The bill declares the policy of the state to achieve net-zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative GHG emissions thereafter. Additionally, the bill requires that by 2045, statewide anthropogenic GHG emissions be reduced to at least 85% below 1990 levels.

Although AB 1279 establishes an overall policy to achieve net-zero GHG emissions as soon as possible, but no later than 2045, recognizing the need to implement CO_2 removal and carbon capture, and utilization and storage technologies, the Legislature established a specific target of 85% below 1990 levels by 2045 for anthropogenic GHG emissions. Therefore, the net-zero target does not directly apply to development projects, but the 2045 target of 85% below 1990 levels represents the reductions required to contribute to accomplishing the state's overall net-zero policy.

California Air Resources Board's Climate Change Scoping Plan

One specific requirement of AB 32 is for CARB to prepare a scoping plan to help achieve the maximum technologically feasible and cost-effective GHG emission reductions by 2020 (California Health and Safety Code Section 38561[a]), and to update the scoping plan at least once every 5 years. In 2008, CARB approved the first scoping plan: The Climate Change Proposed Scoping Plan: A Framework for Change (Scoping Plan) (CARB 2008). The Scoping Plan included a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emissions-reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the state's long-range climate objectives.

In 2014, CARB approved the first update to the Scoping Plan. The First Update to the Climate Change Scoping Plan: Building on the Framework (2014 Scoping Plan) defined the state's GHG emissions-reduction priorities for the next 5 years and laid the groundwork to start the transition to the post-2020 goals set forth in EO S-3-05 and EO B-16-2012 (CARB 2014). The 2014 Scoping Plan concluded that California was on track to meet the 2020 target, but recommended that a 2030 mid-term GHG reduction target be established to ensure a continuum of action to reduce emissions. The 2014 Scoping Plan recommended a mix of technologies in key economic sectors to reduce

emissions through 2050, including energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies.

In December 2017, CARB released the 2017 Climate Change Scoping Plan (2017 Scoping Plan) for public review and comment (CARB 2017a). The 2017 Scoping Plan builds on the successful framework established in the initial Scoping Plan and 2014 Scoping Plan while identifying new technologically feasible and cost-effective strategies that will serve as the framework to achieve the 2030 GHG target and define the state's climate change priorities to 2030 and beyond. Commitments include implementing renewable energy and energy efficiency (including the mandates of SB 350), increased stringency of the Low Carbon Fuel Standard, measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed Short-Lived Climate Pollutant (SLCP) Plan, and increased stringency of SB 375 targets. To fill the gap in additional reductions needed to achieve the 2030 target, the 2017 Scoping Plan recommends continuing the Cap-and-Trade Program and a measure to reduce GHGs from refineries by 20%.

CARB adopted the 2022 Scoping Plan in December 2022. The 2022 CARB Scoping Plan outlines the state's plan to reach carbon neutrality by 2045 or earlier, while also assessing the progress the state is making toward achieving GHG reduction goals by 2030. Per the Legislative Analyst's Office, the 2022 CARB Scoping Plan identifies a more aggressive 2030 GHG goal. As it relates to the 2030 goal, perhaps the most significant change in the 2022 plan (compared to previous Scoping Plans) is that it identifies a new GHG target of 48% below the 1990 level, compared to the current statutory goal of 40% below. Current law requires the state to reduce GHG emissions by at least 40% below the 1990 level by 2030, but it does not specify an alternative goal. According to CARB, a focus on the lower target is needed to put the state on a path to meeting the newly established 2045 goal, consistent with the overall path to 2045 carbon neutrality. The carbon neutrality goal requires CARB to expand proposed actions from only the reduction of anthropogenic sources of GHG emissions to also include those that capture and store carbon (e.g., through natural and working lands, or mechanical technologies). The carbon reduction programs build on and accelerate those currently in place, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel-fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options, such as green hydrogen (CARB 2022).

The 2022 CARB Scoping Plan also emphasizes that there is no realistic path to carbon neutrality without carbon removal and sequestration, and to achieve the state's carbon neutrality goal, carbon reduction programs must be supplemented by strategies to remove and sequester carbon. Strategies for carbon removal and sequestration include carbon capture and storage from anthropogenic point sources, where CO_2 is captured as it leaves a facility's smokestack and is injected into geologic formations or used in industrial materials (e.g., concrete), and CO_2 removal from ambient air through mechanical (e.g., direct air capture with sequestration) or nature-based (e.g., management of natural and working lands) applications (CARB 2022).

The 2022 CARB Scoping Plan details "Local Actions" in Appendix D. Local actions include recommendations to build momentum for local government actions that align with the state's climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under CEQA. The recommendations provided in 2022 CARB Scoping Plan Appendix D are non-binding (i.e., not regulatory) and should not be interpreted as a directive to local governments, but rather as evidence-based analytical tools to assist local governments with their role as essential partners in achieving California's climate goals (CARB 2022).

Local actions in the 2022 CARB Scoping Plan recognize consistency with a CEQA-qualified GHG reduction plan, such as a CAP, as a first option for evaluating potential GHG emissions impacts under CEQA. Absent a qualified GHG reduction plan for residential and mixed-use projects, the 2022 CARB Scoping Plan provides a second option for evaluating project consistency with recommendations for key attributes that projects should achieve that would align with the state's climate goals. These key attributes include electric-vehicle charging infrastructure, infill location, no loss or conversion of natural and working lands, transit-supportive densities or proximity to transit stops, reducing parking requirements, provision of affordable housing (at least 20% of units), no net loss of existing affordable units, and all-electric appliances with no natural gas connection (CARB 2022). Projects that achieve all key attributes are considered "clearly consistent" with the state's climate and housing goals because these attributes address the largest sources of operational emissions for residential and mixed-use projects. According to the 2022 CARB Scoping Plan, in general, residential and mixed-use projects that incorporate all these attributes are aligned with the state's priority GHG reduction strategies for local climate action, as shown in Table 1 of the 2022 CARB Scoping Plan, and with the state's climate and housing goals. Such projects are considered consistent with the Scoping Plan, and therefore, the GHG emissions associated with such projects generally result in a less-than-significant GHG impact under CEQA. Additionally, the 2022 CARB Scoping Plan states that lead agencies under CEQA "may determine, with adequate additional supporting evidence, that projects that incorporate some, but not all, of the key project attributes are consistent with the State's climate goals" (CARB 2022).

The above is CARB's recommended approach for evaluating significance of GHG impacts for residential and mixed-use development projects. However, alternative approaches to evaluating project-level alignment with state climate goals are also provided in the 2022 CARB Scoping Plan Appendix D. Lead agencies under CEQA can make a significance determination based on whether the project would result in net-zero GHG emissions and whether the project is consistent with a significance determination/threshold recommended by the applicable air district or other lead agencies. The 2022 CARB Scoping Plan Appendix D acknowledges, however, that net zero may not be feasible or appropriate for every project (CARB 2022).

Executive Order B-18-12

EO B-18-12 (April 2012) directed state agencies, departments, and other entities under the Governor's executive authority to take action to reduce entity-wide GHG emissions by at least 10% by 2015 and 20% by 2020, as measured against a 2010 baseline. EO B-18-12 also identified goals for existing state buildings for reducing grid-based energy purchases and water use.

Senate Bill 605 and Senate Bill 1383

SB 605 (2014) requires CARB to complete a comprehensive strategy to reduce emissions of SLCPs in the state (California Health and Safety Code Section 39730) and SB 1383 (2016) requires CARB to approve and implement that strategy by January 1, 2018 (California Public Resources Code [PRC] Sections 42652–43654). SB 1383 also establishes specific targets for the reduction of SLCPs (40% below 2013 levels by 2030 for CH_4 and HFCs, and 50% below 2013 levels by 2030 for anthropogenic black carbon), and provides direction for reductions from dairy and livestock operations and landfills. Accordingly, CARB adopted its SLCP Reduction Strategy in March 2017. The SLCP Reduction Strategy establishes a framework for the statewide reduction of emissions of black carbon, CH_4, and fluorinated gases (CARB 2017b).

Assembly Bill 1757

AB 1757 (September 2022) requires the CNRA to determine a range of targets for natural carbon sequestration and for nature-based climate solutions that reduce GHG emissions for future years 2030, 2038, and 2045. These targets are established to support the state's goals to achieve carbon neutrality and foster climate adaptation and resilience.

Building Energy

California Code of Regulations, Title 24, Part 6

The California Building Standards Code was established in 1978 and serves to enhance and regulate California's building standards. Although not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure that new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These energy efficiency standards are reviewed every 3 years by the Building Standards Commission and the CEC, and revised if necessary (PRC Section 25402[b][1]). The regulations receive input from members of industry and the public to "reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy" (PRC Section 25402). These regulations are scrutinized and analyzed for technological and economic feasibility (PRC Section 25402[d]) and cost effectiveness (PRC Section 25402[b][2]–[3]). As a result, these standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

The current Title 24, Part 6 standards, referred to as the 2022 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2023. The 2022 Energy Code focuses on four key areas in newly constructed homes and businesses (CEC 2021):

- Encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units.
- Establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking, and electric vehicle charging options whenever they choose to adopt those technologies.
- Expanding solar photovoltaic system and battery storage standards to make clean energy available on site and complement the state's progress toward a 100% clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

California Code of Regulations Title 24, Part 11

In addition to CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR Part 11), which is commonly referred to as CALGreen, establishes minimum mandatory standards and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial, low-rise residential, state-owned buildings, schools and hospitals. The 2022 CALGreen standards are the current applicable standards.

California Code of Regulations Title 20

Title 20 of the California Code of Regulations requires manufacturers of appliances to meet federal and state standards for energy and water efficiency (20 CCR 1401–1410). The CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator/freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwaters; clothes washers and dryers; cooking products; electric motors; low-voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing each type of appliance covered under the regulations, and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

Assembly Bill 1470

AB 1470 established the Solar Water Heating and Efficiency Act of 2007 (California Public Utilities Code Sections 2851–2869). The bill makes findings and declarations of the Legislature relating to the promotion of solar water heating systems and other technologies that reduce natural gas demand.

Assembly Bill 1109

Enacted in 2007, AB 1109 required the CEC to adopt minimum energy efficiency standards for general-purpose lighting to reduce electricity consumption by 50% for indoor residential lighting and by 25% for indoor commercial lighting (PRC Section 25402.5.4).

Renewable Energy and Energy Procurement

Senate Bill 1078, Senate Bill 1368, Executive Order S-14-08, Executive Order S-21-09, Senate Bill X1-2, and Senate Bill 1020

SB 1078 (2002) (California Public Utilities Code Section 399.11 et seq.) established the Renewables Portfolio Standard program, which required an annual increase in renewable generation by the utilities equivalent to at least 1% of sales, with an aggregate goal of 20% by 2017. This goal was subsequently accelerated, requiring utilities to obtain 20% of their power from renewable sources by 2010 (see SB 107, EO S-14-08, and EO S-21-09).

SB 1368 (2006), required the CEC to develop and adopt regulations for GHG emissions performance standards for the long-term procurement of electricity by local publicly owned utilities (California Public Utilities Code Section 8340–8341). These standards must be consistent with the standards adopted by the California Public Utilities Commission.

EO S-14-08 (2008) focused on the contribution of renewable energy sources to meet the electrical needs of California while reducing the GHG emissions from the electrical sector. This EO required that all retail suppliers of electricity in California serve 33% of their load with renewable energy by 2020. Furthermore, the EO directed state agencies to take appropriate actions to facilitate reaching this target. The CNRA, in collaboration with the CEC and the California Department of Fish and Wildlife, was directed to lead this effort.

EO S-21-09 (2009) directed CARB to adopt a regulation consistent with the goal of EO S-14-08 by July 31, 2010. CARB was further directed to work with the California Public Utilities Commission and CEC to ensure that the regulation builds upon the Renewables Portfolio Standard program and was applicable to investor-owned utilities, publicly owned utilities, direct access providers, and community choice providers. Under this order, CARB was to give the highest priority to those renewable resources that provide the greatest environmental benefits with the least environmental costs and impacts on public health, and those that can be developed the most quickly in support of reliable, efficient, cost-effective electricity system operations. On September 23, 2010, CARB initially approved regulations to implement a Renewable Electricity Standard; however, this regulation was not finalized because of subsequent legislation (SB X1-2) signed by Governor Brown in April 2011.

SB X1-2 (April 2011) expanded the Renewables Portfolio Standard by establishing a renewable energy target of 20% of the total electricity sold to retail customers in California per year by December 31, 2013, and 33% by December 31, 2020, and in subsequent years. Under the bill, a renewable electrical generation facility is one that uses biomass, solar thermal, solar photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation (30 megawatts or less), digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements with respect to its location. SB X1-2 applies to all electricity retailers in the state, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All these entities must meet the renewable energy goals listed above.

SB 350 (2015) further expanded the Renewables Portfolio Standard program by establishing a goal of 50% of the total electricity sold to retail customers in California per year by December 31, 2030. In addition, SB 350 included the goal to double the energy efficiency savings in electricity and natural gas final end uses (such as heating, cooling, lighting, or class of energy uses on which an energy-efficiency program is focused) of retail customers through energy conservation and efficiency. The bill also requires the California Public Utilities Commission, in consultation with CEC, to establish efficiency targets for electrical and gas corporations consistent with this goal.

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

SB 1020 (September 2022) revises the standards from SB 100, requiring the following percentage of retail sales of electricity to California end-use customers to come from eligible renewable energy resources and zero-carbon resources: 90% by December 31, 2035; 95% by December 31, 2040; and 100% by December 31, 2045.

Mobile Sources

Low Carbon Fuel Standard

CARB's Low Carbon Fuel Standard (LCFS) program is designed to decrease the carbon intensity of California's transportation fuel pool and provide a range of low-carbon and renewable fuel alternatives. CARB's implementing regulations originally were adopted in 2009, with the most recent program amendments approved in 2018. As most recently amended, the LCFS program sets carbon intensity benchmarks for transportation fuels through calendar year 2030.

State Vehicle Standards (Assembly Bill 1493 and Executive Order B-16-12)

AB 1493 (July 2002) was enacted in response to the transportation sector accounting for a large share of California's CO_2 emissions. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. The bill required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004. EO B-16-12 (March 2012) required that state entities under the governor's direction and control support and facilitate the rapid commercialization of ZEVs. It ordered CARB, the CEC, the California Public Utilities Commission, and other relevant agencies to work with the Plug-In Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve benchmark goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 identified a target reduction of GHG emissions from the transportation sector equaling 80% less than 1990 levels by 2050. This directive did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare. As explained under the "Federal Vehicle Standards" subheading earlier in this section, EPA and NHTSA approved the SAFE Vehicles Rule Part One and Two, which revoked California's authority to set its own GHG emissions standards and set ZEV mandates in California.

In March 2022, EPA reinstated California's authority under the CAA to implement its own GHG emissions standards and ZEV sales mandate. EPA's action concludes its reconsideration of the 2019 SAFE-1 rule by finding that the actions taken under the previous administration as a part of SAFE-1 were decided in error and are now entirely rescinded.

Heavy-Duty Diesel

CARB adopted the final Heavy-Duty Truck and Bus Regulation on December 31, 2014, to reduce DPM, a major source of black carbon, and NO_x emissions from heavy-duty diesel vehicles (13 CCR 2025). The rule requires that DPM filters be applied to newer heavier trucks and buses by January 1, 2012, with older vehicles required to comply by January 1, 2015. The rule required nearly all diesel trucks and buses to be compliant with the 2010 model year engine requirement by January 1, 2023. On December 12, 2013, CARB adopted an Airborne Toxics Control Measure to limit idling of diesel-fueled commercial vehicles. This rule requires diesel-fueled vehicles with gross vehicle weights greater than 10,000 pounds to idle no more than 5 minutes at any location (13 CCR 2485).

Senate Bill 375

SB 375 (California Government Code Section 65080) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 requires CARB to adopt regional GHG-reduction targets for the automobile and light-truck sector for 2020 and 2035, and to update those targets every 8 years. SB 375 requires the state's 18 regional Metropolitan Planning Organizations (MPOs) to prepare a SCS as part of their Regional Transportation Plan (RTP) that will achieve the GHG-reduction targets set by CARB. If an MPO is unable to devise an SCS to achieve the GHG-reduction target, the MPO must prepare an alternative planning strategy demonstrating how the GHG-reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

An SCS does not (1) regulate the use of land; (2) supersede the land use authority of cities and counties; or (3) require that a city's or county's land use policies and regulations, including those in a general plan, be consistent with it (California Government Code Section 65080[b][2][K]). Nonetheless, SB 375 makes regional and local planning agencies responsible for developing those strategies as part of the federally required metropolitan transportation planning process and the state-mandated housing element process.

Advanced Clean Cars Program and Zero-Emissions Vehicle Program

The Advanced Clean Cars I program (January 2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package of regulations: the Low-Emission Vehicle regulation for criteria air pollutant and GHG emissions and a technology forcing regulation for ZEVs that contributes to both types of emission reductions (CARB 2023). The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. It is estimated that by 2025, cars will emit 75% less smog-forming pollution than the average new car sold in 2015. The ZEV program will act as the focused technology of the Advanced Clean Cars I program by requiring manufacturers to produce increasing numbers of ZEVs and plug-in hybrid electric vehicles in the 2018 to 2025 model years.

The Advanced Clean Cars II program, which was adopted in August 2022, established the next set of low-emission vehicle and ZEV requirements for model years after 2025 to contribute to meeting federal ambient air quality O_3 standards and California's carbon neutrality standards. The main objectives of Advanced Clean Cars II are as follows (CARB 2023):

- Maximize criteria and GHG emission reductions through increased stringency and real-world reductions.
- Accelerate the transition to ZEVs through both increased stringency of requirements and associated actions to support wide-scale adoption and use.

The Advanced Clean Cars II rulemaking package also considers technological feasibility, environmental impacts, equity, economic impacts, and consumer impacts.

Executive Order N-79-20

EO N-79-20 (September 2020) requires CARB to develop regulations as follows: (1) passenger vehicle and truck regulations requiring increasing volumes of new ZEVs sold in the state toward the target of 100% of in-state sales by 2035; (2) medium- and heavy-duty vehicle regulations requiring increasing volumes of new zero-emission trucks and buses sold and operated in the state toward the target of 100% of the fleet transitioning to ZEVs by 2045 everywhere feasible, and for all drayage trucks to be zero emission by 2035; and (3) strategies, in coordination with other state agencies, the EPA, and local air districts, to achieve 100% zero emissions from off-road vehicles and equipment operations in the state by 2035. EO N-79-20 called for the development of a ZEV Market Development Strategy, which was released in February 2021, to be updated every 3 years, which ensures coordination and implementation of the EO, and outlines actions to support new and used ZEV markets. In addition, the EO specifies identification of near-term actions and investment strategies to improve clean transportation, sustainable freight, and transit options, and calls for development of strategies, recommendations, and actions by July 15, 2021, to manage and expedite the responsible closure and remediation of former oil extraction sites as the state transitions to a carbon-neutral economy.

Advanced Clean Trucks Regulation

The Advanced Clean Trucks Regulation was also approved by CARB in 2020. The purpose of the Advanced Clean Trucks Regulation is to accelerate the market for ZEVs in the medium- and heavy-duty truck sector and to reduce

air pollutant emissions generated from on-road mobile sources (CARB 2021). The regulation has two components, (1) a manufacturer sales requirement and (2) a reporting requirement:

- **Zero-emission truck sales:** Manufacturers who certify Class 2b–8 chassis or complete vehicles with combustion engines will be required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b–3 truck sales, 75% of Class 4–8 straight truck sales, and 40% of truck tractor sales.
- **Company and fleet reporting:** Large employers, including retailers, manufacturers, brokers, and others, will be required to report information about shipments and shuttle services. Fleet owners with 50 or more trucks will be required to report about their existing fleet operations. This information will help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Other State Actions

Senate Bill 97

SB 97 (August 2007) directed the Governor's Office of Planning and Research (now known as the Governor's Office of Land Use and Climate Innovation) and CNRA to develop guidelines under CEQA for the mitigation of GHG emissions. In 2008, the Office of Planning and Research issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents. The advisory indicated that the lead agency should identify and estimate a project's GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities (OPR 2008). The advisory further recommended that the lead agency determine significance of the impacts and impose all mitigation measures necessary to reduce GHG emissions to a level that is less than significant. The CNRA subsequently adopted the CEQA Guidelines amendments pertaining to GHG emissions called for by SB 97 in December 2009, which became effective in March 2010 (CNRA 2009).

With respect to GHG emissions, CEQA Guidelines Section 15064.4(a), as subsequently amended in 2018, states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions. The CEQA Guidelines now note that an agency "shall have discretion to determine, in the context of a particular project, whether to: (1) Quantify greenhouse gas emissions resulting from a project; and/or (2) Rely on a qualitative analysis or performance-based standards" (14 CCR 15064.4[a]). Section 15064.4(b) states that the lead agency should consider the following when assessing the significance of impacts from GHG emissions on the environment: (1) the extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]).

Executive Order S-13-08

EO S-13-08 (November 2008) is intended to hasten California's response to the impacts of global climate change, particularly sea-level rise. Therefore, the EO directs state agencies to take specified actions to assess and plan for such impacts. The California Climate Adaptation Strategy report was issued in December 2009, and an update, Safeguarding California: Reducing Climate Risk, followed in July 2014. To assess the state's vulnerability, the report summarizes key climate change impacts to the state for the following areas: agriculture, biodiversity and habitat, emergency management, energy, forestry, ocean and coastal ecosystems and resources, public health,

transportation, and water. Issuance of Safeguarding California: Implementation Action Plans followed in March 2016. In January 2018, the CNRA released the Safeguarding California Plan: 2018 Update, which communicates current and needed actions that state government should take to build climate change resiliency (CNRA 2018).

Local Regulations

San Diego Association of Governments

The passage of SB 375 requires MPOs to prepare an SCS in their RTP. SANDAG serves as the MPO for the San Diego region and is responsible for developing and adopting an SCS that integrates transportation, land use, and housing to meet GHG reduction targets set by CARB. The RTP/SCS is updated every 4 years in collaboration with the 18 cities and unincorporated County of San Diego, in addition to regional, state, and federal partners. The most recent Regional Plan was adopted in 2021 and provides guidance on meeting or exceeding GHG targets through implementation of five key transportation strategies: complete corridors, high-speed transit services, mobility hubs, flexible fleets, and a digital platform to tie the transportation system together. Through these strategies, the RTP/SCS is projected to reduce per-capita GHG emissions from cars and light-duty trucks to 20% below 2005 levels by 2035, exceeding the region's state-mandated target of 19% (SANDAG 2021).

City of Oceanside

Climate Action Plan

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

- by 2020, reduce GHG emissions levels to 5 MT CO_2e per capita;
- by 2030, reduce GHG emissions levels to 4 MT CO_2e per capita;
- by 2040, reduce GHG emissions levels to 3 MT CO_2e per capita; and
- by 2050, reduce GHG emissions levels to 2 MT CO_2e per capita.

The CAP was prepared in accordance with the requirements within CEQA Guidelines Section 15183.5, and is considered a qualified GHG reduction strategy.

City of Oceanside Energy Climate Action Element

The Energy Climate Action Element (ECAE) of the City's General Plan was adopted on May 8, 2019, and addresses energy consumption and other activities within the City that may contribute to adverse energy and GHG impacts (City of Oceanside 2019b). The Energy Climate Action Element focuses on activities associated with human-induced climate change. The Energy Climate Action Element outlines sustainability goals and policies for the City's decision-making process, including development review protocols. The primary themes and goals of the Energy Climate Action Element are related to energy efficiency and renewable energy, smart growth and multimodal transportation, zero waste, water conservation, urban greening, local agriculture, and sustainable consumption.

4.7.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to greenhouse gases are based on Appendix G of the CEQA Guidelines. For the purposes of this Project, a significant impact related to greenhouse gases would occur if the proposed Project would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

As stated in CEQA Guidelines Section 15064.4(b):

> a lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment: (1) the extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether project emissions exceed a threshold of significance that the lead agency determines applies to the project; and, (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

CEQA Guidelines Section 15064(h)(3) also states that "A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located."

The CEQA Guidelines do not prescribe specific methodologies for performing an assessment, do not establish specific quantitative thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA.

City of Oceanside

As the lead agency, the City has the discretion to identify the significance threshold for discretionary projects. The City's CAP relies on a screening threshold based on land use size and a CAP Consistency Checklist to determine whether a project's emissions would be consistent with GHG emissions estimated within the City's CAP. Consistent with the California Air Pollution Control Officers Association's CEQA and Climate Change document (CAPCOA 2008), the City established a bright-line threshold of significance for GHG emissions impacts: 900 MT CO_2e annually, with construction-related emissions amortized over 20 years. Specifically, the City determined that new development projects emitting less than 900 MT CO_2e annual GHG would not contribute considerably to cumulative climate change impacts, and therefore do not need to demonstrate consistency with the CAP strategies, and would be determined to not conflict with the CAP (City of Oceanside 2019a). The 900 MT CO_2e bright-line threshold represents a market capture rate of 90% of all development projects (CAPCOA 2008). Specifically, the City has determined that new development projects emitting less than 900 MT CO_2e annual GHG would not contribute considerably to cumulative climate change impacts, and therefore do not need to demonstrate consistency with the CAP. The City of Oceanside has set a significance threshold that aligns with the City's emissions reduction targets as outlined in the CAP. Applicants can choose to conduct project specific GHG emissions analysis to demonstrate compliance with the

City's significance threshold, or choose to conform to the requirements consolidated in the CAP Checklist. Projects greater than 900 MT CO_2e would be required to show CAP Checklist consistency.

The CAP Consistency Checklist is used to determine significance in accordance with CEQA Guidelines Section 15183.5; therefore, the CAP Consistency Checklist was used to evaluate the proposed Project's significance with respect to GHG emissions.

4.7.4 Impact Analysis

Methodology

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

CalEEMod Version 2022.1 was used to estimate potential Project-generated GHG emissions during construction. Construction of the Project would result in GHG emissions primarily associated with use of off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. Modeling specifics, including assumptions regarding construction scenarios and durations, phasing, equipment, mobile/stationary sources, vehicle trips, and uses are provided in Section 2.3.2, Approach and Methodology, of Appendix E. Construction-related GHG emissions were amortized over 20 years and added to operational emissions to compare to the City's bright-line threshold of 900 MT CO_2e.

Alternative 2: Betty's Lot

As described in Section 3.4.2, Alternative 2 includes all of the components described under Alternative 1 along with the development of Betty's Lot; this Alternative is assessed at the program-level wherein specific project details have only been developed at the conceptual level. Consideration of Betty's Lot as a site for improvements would require future project-level design. As noted in the Project Description, potential environmental impacts associated with the conceptual development of the Betty's Lot site would be disclosed and additional analysis would be required in a subsequent project-level CEQA document that would be prepared once certain design features, details, and refinements are known.

However, it is anticipated that such programmatic design under Alternative 2 (Betty's Lot) may include the following components: community recreation classrooms, Strand-level parking spaces, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. As described above, these components would require project-level review once design details are further defined and confirmed. Therefore, GHG impacts associated with Betty's Lot improvements are assessed at the program-level in this section; analyzing a general suite of proposed components. Impact determinations for Betty's Lot are supported only by qualitative analysis because detailed quantitative modeling (i.e., CalEEMod) would indicate a higher level of design detail than is currently available and was therefore not conducted at this stage of project development and analysis. Any attempt at conducting quantitative modeling of the future Betty's Lot improvements would be premature and offer only speculative, and possibly inaccurate, conclusions due to the highly conceptual level of design currently available. As noted above, future project-level GHG analysis will be conducted when Alternative 2 reaches a level of design that can be quantitatively assessed with a greater degree of certainty. This future analysis and its associated CEQA significance findings would be required by the City's obligation to approve future Betty's Lot improvements once more specific and refined design details are available.

Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Would the Project generate conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact analysis for these two thresholds of significance is grouped together consistent with the structure of analysis within Appendix E. Determination of these thresholds rely on the same significance criteria discussed in Section 4.7.3, above. The following analysis evaluates GHG emissions impacts associated with construction and operation of the Project.

The City of Oceanside's CAP was adopted in May 2019 to assist the City in reducing GHG emissions to 4 MT CO2e per capita by 2030, and 2 MT CO2e per capita by 2050 to align with the state's targets established by EOs B-30-15 and S-3-05, respectively. As described above and according to the City's CAP, new discretionary development Projects subject to CEQA review that emit less than 900 MT CO2e annually would not contribute considerably to cumulative climate change impacts, and therefore, would be considered consistent with the CAP and associated emissions projections (City of Oceanside 2019a). Projects that exceed the 900 MT CO2e are evaluated to determine if the CAP Consistency Checklist is applicable.

Project-generated GHG emissions were estimated per the methodology described above and in Appendix E, and are discussed for construction and operation below. Quantification of GHG emissions is provided pursuant to CEQA Guidelines Section 15064.4(c), and the determination of significance is based on the CAP Consistency Checklist.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

This proposed Project alternative consists of reconstruction of the existing Pier View Way Bridges and Lifeguard Headquarters, along with the incorporation of a new lifeguard operations building integral to the reconstructed Pier View Way Bridges. Alternative 1 also consists of varying renovations to the Junior Seau Beach Community Center, with reconstruction of the Junior Seau Amphitheater and Bandshell.

Project GHG Emissions

Construction

Table 4.7-5 shows the estimated annual GHG construction emissions associated with Alternative 1. As discussed in Appendix E, separate CalEEMod runs were performed for individual construction phases. Detailed depictions of the construction schedule for each construction phase—including information regarding phasing, equipment used, haul trucks, vendor trucks, and worker vehicles—is included in Section 2.3.2 of Appendix E.

Table 4.7-5. Estimated Annual Construction Greenhouse Gas Emissions

	CO_2	CH_4	N_2O	R	CO_2e
Year	Metric Tons per Year				
Pier View Way Bridges and Lifeguard Operations Construction Phase					
2027	206.72	0.01	0.01	0.04	209.19

Table 4.7-5. Estimated Annual Construction Greenhouse Gas Emissions

Year	CO_2	CH_4	N_2O	R	CO_2e
	Metric Tons per Year				
2028	405.91	0.02	<0.01	0.03	407.74
2029	13.33	<0.01	<0.01	<0.01	13.42
Total	**625.96**	**0.03**	**0.01**	**0.08**	**630.34**
Beachfront Facilities Construction Phase					
2029	312.45	0.01	0.01	0.06	315.25
2030	199.14	0.01	0.01	0.06	201.82
2031	470.61	0.02	0.01	0.08	475.05
2032	505.84	0.02	0.02	0.09	511.02
2033	398.58	0.01	0.01	0.06	401.94
Total	**1,886.61**	**0.07**	**0.05**	**0.35**	**1,905.08**
Project Total	**2,512.57**	**0.10**	**0.07**	**0.43**	**2,535.42**
				Amortized Over 20-Years	*126.77*

Source: Appendix A, CalEEMod Outputs and Estimated Emissions, of Appendix E.
Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; R = refrigerants; CO_2e = carbon dioxide equivalent.
Totals may not sum due to rounding.

As shown in Table 4.7-5, the estimated total GHG emissions from construction of the Project under Alternative 1 would be 2,535 MT CO_2e. When amortized over 20 years, the estimated annual GHG emissions from construction of the Project under Alternative 1 would be approximately 127 MT CO_2e per year.

Operation

Table 4.7-6 shows the estimated annual GHG operational emissions under Alternative 1.

Table 4.7-6. Summary of Estimated Annual Operation Greenhouse Gas Emissions

Emissions Source	CO_2	CH_4	N_2O	R	CO_2e
	Metric Tons per Year				
Existing Scenario					
Mobile[1]	–	–	–	–	–
Area	0.50	<0.01	<0.01	<0.01	0.50
Energy	172.98	0.01	<0.01	<0.01	173.52
Water	4.17	0.06	<0.01	<0.01	6.17
Waste	16.18	1.62	<0.01	<0.01	56.61
Refrigerants	–	–	–	0.23	0.23
				Total	**237.04**
Pier View Way Bridges and Lifeguard Headquarters Phase					
Mobile[1]	68.15	<0.01	<0.01	0.08	69.05
Area	0.10	<0.01	<0.01	<0.01	0.10
Energy	18.39	<0.01	<0.01	<0.01	18.55
Water	0.70	0.05	<0.01	<0.01	2.28

Table 4.7-6. Summary of Estimated Annual Operation Greenhouse Gas Emissions

Emissions Source	CO_2	CH_4	N_2O	R	CO_2e
	Metric Tons per Year				
Waste	1.41	0.14	<0.01	<0.01	4.92
Refrigerants	0.00	0.00	0.00	0.22	0.22
Stationary	—	—	—	—	—
				Total	**95.13**
Beachfront Facilities Phase					
Mobile[1]	—	—	—	—	—
Area	0.51	<0.01	<0.01	<0.01	0.51
Energy	30.63	0.01	<0.01	<0.01	30.99
Water	5.08	0.20	<0.01	<0.01	11.38
Waste	17.62	1.76	<0.01	<0.01	61.63
Refrigerants	0.00	0.00	0.00	0.02	0.02
				Total	**104.53**
Project Totals					
				Total Project Operational Emissions	**199.66**
				Amortized Construction Emissions (20 years)	*126.77*
				Total Operational Emissions with Amortized Construction	**326.43**
				Net Change (Project – Existing Scenario)	*89.39*
				Brightline Threshold	*900*
				Exceeds Threshold?	*No*

Source: See Appendix A, CalEEMod Outputs and Estimated Emissions, of Appendix E for complete results.
Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; R= refrigerant; CO_2e = carbon dioxide equivalent.
<0.01 = reported value is less than 0.01.

As discussed above, total annual operational emissions were combined with amortized (20 years) construction emissions and compared to the recommended 900 MT CO_2e bright-line threshold. As shown in Table 4.7-6, implementation of the Project under Alternative 1 would result in a net of approximately 89 MT CO_2e per year including amortized construction emissions, which would not exceed the City's bright-line threshold of 900 MT CO_2e per year.

Per City guidance, new development projects that emit more than 900 MT CO_2e annually could have a considerable contribution to cumulative climate change impacts. Because Project-generated operational emissions plus amortized Project construction emissions are not estimated to exceed this bright-line threshold, the Project is not required to demonstrate consistency with the CAP Consistency Checklist to ensure that the specific emissions targets identified in the City's CAP can be achieved. Under Alternative 1 the Project would therefore be consistent with the goals and GHG targets established within the City's CAP.

Consistency with Senate Bill 32, Assembly Bill 1279, Executive Order S-3-05, and Assembly Bill 1279

EO S-3-05 identified the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050. SB 32 establishes a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-

effective GHG emissions reductions, must ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030. AB 1279 establishes a policy for the state to achieve net-zero GHG emissions no later than 2045, and for statewide anthropogenic GHG emissions to be reduced to at least 85% below 1990 levels by 2045.

As described in Section 4.7.2, Scoping Plans build upon the successful framework established by the initial Scoping Plan and subsequent updates, while also identifying new, technologically feasible, and cost-effective strategies to ensure that California meets increasingly stringent GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities (CARB 2022). The Scoping Plan updates have continued to express optimism in meeting future year targets of 2050 and 2030, as evaluated in the 2014 and 2017 Scoping Plans (respectively), and most recently, the 2045 goal addressed in the 2022 Scoping Plan under EO B-55-18, which AB 1279 codified and expanded on.

Although there are no established protocols or thresholds of significance for that future year analysis, CARB forecasted in the 2014 Scoping Plan that compliance with the current Scoping Plan would put the state on a trajectory of meeting the long-term 2050 GHG goals, although the specific path to compliance was unknown at the time (CARB 2014). The 2017 Scoping Plan outlined a strategy to achieve the 2030 GHG reduction target. The proposed scenario in the 2022 Scoping Plan lays out a path not just to carbon neutrality by 2045, but also to the 2030 GHG emissions reduction target. The modeling indicates that, if the plan described in the proposed scenario is fully implemented, and done so on schedule, the state is on track to reduce its emissions to 260 MMT CO_2e by 2030 (CARB 2022).

The 2017 Scoping Plan included measures to promote renewable energy and energy efficiency (including the mandates of SB 350), increase stringency of the low-carbon fuel standard, measures identified in the Mobile Source and Freight Strategies, measures identified in the proposed SLCP Plan, and increase stringency of SB 375 targets. The 2022 Scoping Plan builds upon and accelerates programs currently in place, including moving to zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; and displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines) (CARB 2022). Many of the measures and programs included in the Scoping Plan would result in the reduction of Project-related GHG emissions with no action required at the Project-level, including GHG emission reductions through increased energy efficiency and renewable energy production (SB 350), reduction in carbon intensity of transportation fuels (low-carbon fuel standard), and the accelerated efficiency and electrification of the statewide vehicle fleet (Mobile Source Strategy). Overall, under Alternative 1 the Project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent applicable and required by law and would not conflict with CARB's 2017 or 2022 Scoping Plan updates or with the state's ability to achieve the 2030 and 2045 GHG reduction and carbon neutrality goals.

Consistency with SANDAG RTP/SCS

At the regional level, the SANDAG's RTP/SCS has been adopted for the purpose of reducing GHG emissions attributable to passenger vehicles in the San Diego region (SANDAG 2021). The RTP/SCS is not directly applicable to the Project under Alternative 1 because the underlying purpose of the RTP/SCS is to provide direction and guidance on future regional growth (i.e., the location of new residential and nonresidential land uses) and transportation patterns throughout San Diego County, as stipulated under SB 375. CARB has recognized that the approved RTP/SCS is consistent with SB 375. The SANDAG Regional Plan is generally consistent with the local

government plans. Because the Project under Alternative 1 is largely a renovation of existing facilities and within the scope of development that was anticipated in the General Plan, it would not result in growth that would conflict with the SANDAG Regional Plan. Based on the preceding, Alternative 1 would not conflict with the SANDAG RTP/SCS.

Conclusion

As demonstrated above, Alternative 1 would not exceed the City's 900 MT CO_2e bright-line threshold, which indicates that no additional analysis is required to determine if the Project would have a cumulative contribution to GHGs. Furthermore, the Project under Alternative 1 would not conflict with the SANDAG RTP/SCS, the 2017 Scoping Plan, or the 2022 Scoping Plan. Accordingly, Alternative 1 would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment, nor would the Alternative 1 conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Therefore, GHG impacts under Alternative 1 would be **less than significant**.

Alternative 2: Betty's Lot

The possible suite of improvements proposed at the programmatic level and under Alternative 2 are primarily public facilities, with similar uses to those proposed under Alternative 1 (i.e., community recreation classrooms, Strand-level parking spaces, a mid-level park, and multi-use surface courts). The buildout of this alternative would accommodate existing public facility and recreational utilization demands of the City, similar to Alternative 1. Furthermore, the construction of these improvements is anticipated to be of a similar scale to those analyzed under Alternative 1, specifically Betty's Lot improvements are anticipated to require a similar fleet of construction equipment over a similar construction duration. Therefore, it is anticipated that buildout of Alternative 2 would result in similar levels of GHG emissions from construction and operations and below the City's 900 MT CO2e bright-line threshold. This indicates that no additional analysis is required to determine if the Project would have a cumulative contribution to GHGs.

Furthermore, due to the similar scale of construction and type of proposed uses, it is anticipated that the Project under Alternative 2 would not conflict with the SANDAG RTP/SCS, the 2017 Scoping Plan, or the 2022 Scoping Plan. Accordingly, Alternative 2 would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment, nor would the Alternative 2 conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Therefore, GHG impacts under Alternative 2 would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2, Existing Facilities. There would be no physical change to the environment under the no Project alternative. Therefore, this alternative would not result in any changes that would cause the Project to generate additional greenhouse gas emissions thereby affecting the environment or conflicting with an applicable plan, policy, or regulation. Therefore, **no impact** would occur.

4.7.5 Mitigation Measures

Impacts related to greenhouse gas emissions as a result of Project implementation are determined to be **less than significant**, and therefore no mitigation measures are required.

4.7.6 Level of Significance After Mitigation

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

4.8 Hazards and Hazardous Materials

This section describes the existing hazards and hazardous materials setting of the Project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies whether mitigation measures are necessary related to implementation of the proposed Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II Project (Project). The analysis in this section also identifies the criteria used for determining significance of environmental impacts, describes the project potential impacts related to hazards and hazardous materials, and lists mitigation measures that shall be incorporated into the project to avoid or substantially lessen to the extent feasible potentially significant impacts. The following analysis is based on the Hazardous Materials Technical Report prepared by Dudek in September 2024 and included as Appendix I to this programmatic environmental impact report (PEIR).

4.8.1 Existing Conditions

Hazardous Materials Definition

The term "hazardous materials" refers to both hazardous substances and hazardous wastes. Under federal and state laws, materials, including wastes, may be considered hazardous if they are specifically listed by statute as such or if they exhibit one of the following four characteristics: toxicity (causes adverse human health effects), ignitability (has the ability to burn), corrosivity (causes severe burns or damage to materials), or reactivity (can react violently, explode, or generate vapors). The term "hazardous material" is defined in law as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment (California Health and Safety Code, Section 25501[o]).

In some cases, past industrial or commercial activities may have resulted in spills or leaks of hazardous materials, resulting in soil, soil vapor, and/or groundwater contamination. Excavated soils having concentrations of certain contaminants, such as lead, gasoline, or industrial solvents, which are higher than regulatory screening levels acceptable to the project must be managed, treated, transported, and/or disposed of as a hazardous waste. The California Code of Regulations (CCR), Title 22, Sections 66261.10 through 66261.24, contains technical descriptions of characteristics that would cause a soil to be designated a hazardous waste.

Federal and state laws require that hazardous materials be specially managed. California regulations are compliant with federal regulations and in most cases, are more stringent. Regulations also govern the management of potentially hazardous building materials, such as asbestos-containing materials, lead-based paint, and polychlorinated biphenyls during demolition activities that could potentially disturb existing building materials.

Historic Property Uses

As discussed in the Hazardous Materials Technical Report (Appendix I), the following is a summarized history of the Project site, broken down by Project Area as shown on Figure 3-2A, Project Site, in Chapter 3, Project Description.

Area 1, Pier View Way Bridges and Lifeguard Headquarters: The Oceanside Municipal Pier was constructed in 1926. The original structure consisted of twin conventionally reinforced bridges, a ramp to the beach, and public restrooms. The restrooms within the concrete structure of the pier have been converted to storage, and the Lifeguard Headquarters was established within the substructure in 1985.

Area 2, Junior Seau Beach Community Center: Previously Oceanside Community Center, the building was constructed in 1955 as a public venue.

Area 3, Junior Seau Amphitheatre and Bandshell: The bandshell was originally constructed in 1919, relocated and rebuilt in 1950, and is now modernized into a recreational venue.

Area 4, Betty's Lot/Parking Lot No. 30: Also known as City Parking Lot No. 30, is a parking lot that was originally paved in the 1950s.

Hazardous Building Materials

As discussed in the Hazardous Materials Technical Report (Appendix I), based on the age of the structures, there is a high probability of asbestos-containing materials (ACM), lead-based paints (LBP), and other universal wastes located within the site structures. A hazardous building materials survey was completed on the Pier View Way Bridges and Lifeguard Headquarters in May 2021, which identified ACM, LBP, universal wastes, and stored hazardous materials, such as paints and gasoline. Specifically, the pier bridge structure, bait shop storage, shed, and lifeguard headquarters were surveyed.

Based on the age of the Junior Seau Beach Community Center and Junior Seau Amphitheatre and Bandshell, similar materials are likely to be present within site structures.

Hazardous Material Sites

The Hazardous Materials Technical Report (Appendix I) included a search of hazardous material site databases, including the Cortese List (pursuant to Government Code Section 65962.5) and non-Cortese List databases which may indicate the presence of hazardous materials due to releases or historical site uses. The search was completed in August 2024, therefore an additional review of these databases was completed as part of this PEIR to verify there are no new hazardous material releases within the area of the proposed Project.

The Hazardous Materials Technical Report did not identify hazardous material releases which could result in hazardous material contamination to the Project. The more recent database search, completed in May 2025, identified one new listing for the Project site in the CalEPA Regulated Site Portal, summarized below.

- **Oceanside Pier Emergency Demolition.** A wetlands dredge and fill permit was issued for emergency demolition of the pier in August 2024 following a structure fire. According to the authorization letter, under Water Quality Order No. 2023-0095-DWQ, the emergency demolition included removal of fire damaged portions of the pier, including the restaurant, food kiosk, decking, wooden safety rails, lighting, wiring, and water, sewer, and gas laterals. Water quality protective measures were put in place during demolition activities (Monji, pers. comm., 2024).

Schools

No schools were identified within 0.25 miles of the Project site. The nearest school, Oceanside High School, 1 Pirates Cove, is approximately 0.50 miles northwest of the Project site (GreenInfo 2021).

Airports

The Project site does not fall within 2 miles of a public use airport. The nearest public use airport is Bob Maxwell Memorial Airfield, located at 480 Airport Road, approximately 2.1 miles northeast of the Project site (AirNav 2025). Additionally, the Project site does not fall within a notification area as designated and regulated by the Federal Aviation Administration (FAA) (FAA 2025).

Wildfires

Both the State of California and County of San Diego map the Fire Hazard Severity Zones within San Diego County. According to the California Department of Forestry and Fire Protection, the Fire Hazard Severity Zones are based on an evaluation of fire history, existing and potential fuel, flame length, blowing embers, terrain, weather, and the likelihood of buildings igniting. The Project site is within a Local Responsibility Area, but is not designated as a Fire Hazard Severity Zone (CAL FIRE 2024).

Evacuation Routes

The City of Oceanside General Plan Public Safety Element includes evacuation routes for people who are forced from their homes during a disaster. The main through streets and highways within the city would be the primary relocation routes, and schools would serve as refuge centers capable of providing food and shelter (City of Oceanside 2002). The nearest evacuation route to the Project site would be State Route 76 to the northwest, or Mission Avenue can be taken northeast to Interstate 5.

4.8.2 Regulatory Setting

Federal

Chemical Accident Prevention Provision

Title 40 Part 68 of the Code of Federal Regulations sets forth a list of regulated substances and thresholds, the petition process for adding or deleting substances to the list of regulated substances, the requirements for owners or operators of stationary sources concerning the prevention of accident releases, and the state accidental release prevention programs approved under Section 112(r) of the Clean Air Act.

Hazardous Materials Transportation Act

The U.S. Department of Transportation regulates hazardous materials transportation under Title 49 of the United States Code. State agencies with primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation. These agencies also govern permitting for hazardous materials transportation. Title 49 CFR reflects laws passed by Congress as of January 2, 2006.

Federal Toxic Substances Control Act and Resources Conservation and Recovery Act

The federal Toxic Substances Control Act of 1976 (15 USC 2601-2697) and the Resource Conservation and Recovery Act (RCRA) of 1976 (42 USC 6901-6992) established a program administered by the U.S. Environmental Protection Agency (EPA) for regulation of the generation, transportation, treatment, storage, and disposal of

hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (PL 98-616), which affirmed and extended the "cradle-to-grave" system of regulating hazardous wastes. The use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the Hazardous and Solid Waste Act. Under the authority of RCRA, the regulatory framework for managing hazardous waste, including requirements for entities that generate, store, transport, treat, and dispose of hazardous waste is found in 40 CFR, Parts 260-299.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA; 42 USC 9601-9675), commonly known as "Superfund," was enacted by Congress on December 11, 1980. This law provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan. The National Contingency Plan provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants.

Hazardous and Solid Waste Amendments of 1984

The Hazardous and Solid Waste Amendments of 1984 Amends the Solid Waste Disposal Act (as amended by the Resource Conservation and Recovery Act of 1976) to authorize appropriations for FY 1985 through 1988 for: (1) general administration by the Administrator of the Environmental Protection Agency (EPA) to carry out the act (including funds for Resource Recovery and Conservation Panels, hazardous waste management, and support for state, regional, local, and interstate agency solid waste plans); (2) grants to state hazardous waste programs; (3) the hazardous waste site inventory; (4) development and implementation of plans by state, local, regional, and interstate authorities; (5) implementation of state, local, and intermunicipal programs for solid waste management, resource recovery, resource conservation, and hazardous waste management; (6) special communities assistance; (7) assistance to states for recycled oil programs; (8) the Secretary of Commerce to carry out resource and recovery duties; (9) additional EPA officers or employees to conduct criminal investigations under such Act and for support costs for such additional criminal investigators; (10) underground storage tank regulation; (11) grants to states for state underground storage tank release detection, prevention, and correction programs; (12) small quantity generator waste education programs; (13) state and other programs requiring compliance with open dumping/sanitary landfill criteria by solid waste management facilities within 36 months after enactment of this Act; and (14) the National Ground Water Commission. In general, both the scope and requirements of the Amendments, as amended by RCRA, were significantly expanded and reinforced.

Federal Aviation Regulations, Notice of Proposed Construction or Alteration

The Federal Aviation Administration (FAA), which has primary responsibility for the safety of civil aviation, imposes height restrictions in order to prevent obstructions to navigable airspace to protect flights and surrounding structures. In certain cases, the FAA should be notified of proposed development pursuant to Section 77.11 of Federal Aviation Regulations. The notification of proposed development enables the FAA to:

- Evaluate the effect of the construction or alteration on operational procedures and proposed operational procedures;
- Determine the possible hazardous effect of the proposed construction or alteration of air navigation;

- Provide recommendations for identifying the construction or alteration in accordance with current FAA Advisory Circular AC 70/7460-1K dated August 1, 2000, Obstruction Marking and Lighting;
- Determine other appropriate measures to be applied for continued safety of air navigation; and
- Provide charting and other notification to airmen of the construction or alteration.

Certain jurisdictions can request an FAA evaluation of proposed development when certain features appear to be potentially hazardous.

International Fire Code

The International Fire Code ([IFC] ICC 2020), created by the International Code Council, is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The IFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The IFC and the International Building Code use a hazard classification system to determine what protective measures are required to protect life safety in relation to fire. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the IFC employs a permit system based on hazard classification. The IFC is updated every 3 years, with 2021 as the most recent edition.

Federal Response Plan

The Federal Response Plan of 1999 (FEMA 1999) is a signed agreement among 27 federal departments and agencies, including the America Red Cross, that (1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local governments overwhelmed by a major disaster or emergency; (2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and (3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

Federal Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 provided a new set of mitigation plan requirements for state and local jurisdictions to coordinate disaster mitigation planning and implementation. States are encouraged to complete a "Standard" or an "Enhanced" Natural Mitigation Plan. "Enhanced" plans demonstrate increased coordination of mitigation activities at the state level, and, if completed and approved, increase the amount of funding through the Hazard Mitigation Grant Program. California's updated State Hazard Mitigation Plan was adopted in October 2010 and approved by the Federal Emergency Management Agency Region IX. The City of Oceanside is one of the communities covered by the County of San Diego Multi-Jurisdictional Hazard Mitigation Plan, described below, which is a countywide plan that identifies risks posed by natural and human-made disasters.

State

California Occupational Safety and Health Administration

The California Occupational Safety and Health Administration is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. The California Occupational Safety and Health Administration standards are generally more stringent than federal regulations. The employer is required to monitor worker

exposure to listed hazardous substances and notify workers of exposure (8 CCR 330 et seq.). The regulations specify requirements for employee training, availability of safety equipment, accident prevention programs, and hazardous substance exposure warnings.

California Hazardous Waste Control Act

The Department of Toxic Substances Control is responsible for the enforcement of the Hazardous Waste Control Act (California Health and Safety Code, Section 25100 et seq.), which creates the framework under which hazardous wastes are managed in California. The law provides for the development of a state hazardous waste program that administers and implements the provisions of the federal RCRA cradle-to-grave waste management system in California. It also provides for the designation of California-only hazardous waste and development of standards that are equal to or, in some cases, more stringent than federal requirements. While the Hazardous Waste Control Act is generally more stringent than RCRA, until the EPA approves the California hazardous waste control program (which is charged with regulating the generation, treatment, storage, and disposal of hazardous waste), both the state and federal laws still apply in California. The Hazardous Waste Control Act lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

According to 22 CCR 66001 et seq., substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous waste. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, contaminated, or are being stored prior to proper disposal.

Cortese List

Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to compile a list of hazardous waste and substances sites (Cortese List). While the Cortese List is no longer maintained as a single list, the following databases provide information that meet the Cortese List requirements:

- List of Hazardous Waste and Substances sites from Department of Toxic Substances Control Envirostor database (Health and Safety Codes 25220, 25242, 25356, and 116395);
- List of LUST Sites by County and Fiscal Year from the State Water Resources Control Board GeoTracker database (Health and Safety Code 25295);
- List of solid waste disposal sites identified by the State Water Resources Control Board with waste constituents above hazardous waste levels outside the waste management unit (Water Code Section 13273[e] and 14 CCR Section 18051);
- List of “active” Cease and Desist Orders and Cleanup and Abatement Orders from the State Water Resources Control Board (Water Code Sections 13301 and 13304); and
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by the Department of Toxic Substances Control.

California Accidental Release Prevention Program

Similar to the EPA Risk Management Program, the California Accidental Release Prevention (CalARP) Program (19 CCR 2735.1 et seq.) regulates facilities that use or store regulated substances, such as toxic or flammable chemicals, in quantities that exceed established thresholds. The overall purpose of CalARP is to prevent accidental

releases of regulated substances and reduce the severity of releases that may occur. The CalARP Program meets the requirements of the EPA Risk Management Program, which was established pursuant to the Clean Air Act amendments.

California Health and Safety Code

In California, the handling and storage of hazardous materials is regulated by Division 20, Chapter 6.95, of the California Health and Safety Code (Section 25500 et seq.). Under Sections 25500-25543.3, facilities handling hazardous materials are required to prepare a hazardous materials business plan. Hazardous materials business plans contain basic information about the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state.

California Integrated Waste Management Act

This act requires the development and implementation of household hazardous waste disposal plans. The Department of Resources Recycling and Recovery (CalRecycle), formerly the California Integrated Waste Management Board, oversees compliance with this act and enforces operational plans for solid waste facilities.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous material incidents is one part of this plan. The plan is managed by the California Emergency Management Agency, which coordinates the responses of other agencies, including the California Environmental Protection Agency (CEPA), California Highway Patrol, the California Department of Fish and Wildlife (CDFW), and the Regional Water Quality Control Board (RWQCB).

California Fire Code

The California Fire Code (CFC) is Chapter 9 of Title 24 of the CCR. It was created by the California Building Standards Commission, and it is based on the IFC created by the International Code Council. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment.

To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every 3 years.

California Emergency Services Act

Under the Emergency Services Act (California Government Code, Section 8550 et seq.), the State of California developed an emergency response plan to coordinate emergency services provided by federal, state, and local agencies. Rapid response to incidents involving hazardous materials or hazardous waste is an integral part of the plan, which is administered by the Governor's Office of Emergency Services. The Office of Emergency Services coordinates the responses of other agencies, including the EPA, California Highway Patrol, Regional Water Quality Control Boards, air quality management districts, and county disaster response offices.

Local

San Diego County Emergency Plan

The San Diego County Emergency Plan is a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents and nuclear defense operations. The Plan includes operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the source of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies and the private sector.

San Diego County Multi-Jurisdictional Hazard Mitigation Plan

The San Diego County Multi-Jurisdictional Hazard Mitigation Plan was prepared in July 2010 to meet federal and state requirements for disaster preparedness to make the county eligible for funding and technical assistance from state and federal hazard mitigation programs. The plan includes a risk assessment to enable local jurisdictions to identify and prioritize appropriate mitigation actions that will reduce losses from potential hazards, including flooding, earthquakes, fires, and man-made hazards. To address potential hazards, the plan then incorporates mitigation goals and objectives, mitigation actions and priorities, an implementation plan, and documentation of the mitigation planning process for each of the twenty-one participating jurisdictions, including the City of Oceanside.

San Diego

California Disaster and Civil Defense Master Mutual Aid Agreement

As provided for in the California Emergency Services Act, this agreement was developed in 1950 and adopted by all 58 California counties. This statewide mutual aid system is designed to ensure that adequate resources, facilities, and other support is provided to jurisdictions whenever their own resources prove to be inadequate to cope with a given situation. San Diego County is located in Mutual Aid Region 6 of the state system, which also includes Imperial, Riverside, San Bernardino, Inyo, and Mono counties.

Oceanside Municipal Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority develops and adopts ALUCPs for each public use and military airport within its jurisdiction. The Oceanside Municipal ALUCP, as amended in December 2010, provides policies to ensure compatibility with the airport and surrounding land uses. These policies span various topics including noise, overflight zones, and safety. The ALUCP is based upon the Federal Aviation Administration approved Airport Layout Plan. The Project site is located within Review Area 1 of the ALUCP Airport Influence Area. Review Area 1 consists of locations where land use actions may be limited due to noise and safety concerns (ALUC 2010).

City of Oceanside General Plan

The State of California requires that each city prepare and adopt an approved General Plan that provides comprehensive, long-term guidance for the City's future. General Plans are also required to contain specific elements regarding different areas of planning. Relevant elements are as follows:

Hazardous Waste Management Element

The Hazardous Waste Management Element serves as primary guidelines for policies as they relate to effective management of hazardous materials within the City of Oceanside's influence. This element emphasizes policies that minimize hazardous waste within the City and contains siting criteria for specified hazardous waste facilities. There are no formal policies within this element that are applicable to the proposed Project.

Public Safety Element

The Public Safety Element identifies hazards, such as earthquakes, fires, and tsunamis, and provides guidance for proper mitigation measures, such as evacuation routes, to ensure safety. Along with long range policies regarding seismic, flooding, and fire hazards, this element also includes a Public Safety Plan. The Public Safety Plan includes maps of indicating areas that have increased susceptibility to these hazards and relocation routes during emergency evacuations. There are no formal policies within this element that are applicable to the proposed Project.

4.8.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to hazards and hazardous materials are based on Appendix G of the CEQA Guidelines. For the purposes of this Project, a significant impact related to hazards would occur if the Project would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
4. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
7. Expose people or structures, either directly or indirectly, to a significant risk or loss, injury or death involving wildland fires.

4.8.4 Impacts Analysis

Based on the type and quantity of hazardous materials discussed in Section 4.8.1, Existing Conditions, the analysis below is structured to assess the Project's potential effects on hazards and hazardous materials across the entire Project site for both Alternatives 1 and 2, rather than at the component level (i.e., Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, and Community Plaza Area, Junior Seau Beach Community Center, Junior Seau Amphitheater and Bandshell, and Betty's Lot). This structure and analytical approach is similar to the

Hazards and Hazardous Materials Technical Report (Appendix I), which evaluates the entire Project site for both Alternatives.

Alternative 3, the No Project Alternative, is assessed separately within this analysis because under that alternative existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented; therefore, hazards and hazardous materials conditions under this alternative would be considerably different than those assessed in Alternatives 1 and 2.

Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction

Construction activities for the Project would entail transport, use, or disposal of potentially hazardous materials including, but not limited to, diesel fuel, gasoline, equipment fluids, concrete, cleaning solutions and solvents, lubricant oils, and adhesives. Direct impacts to human health and the environment from accidental spills of small amounts of hazardous materials from construction equipment could occur with the transport, use, or disposal of these materials. However, existing federal and state standards related to the handling, storage, and transport of these materials would be implemented during construction of the proposed Project. These regulations include the federal Chemical Accident Prevention Provisions (Part 68 of the Code of Federal Regulations); California Highway Patrol and California Department of Transportation container and licensing requirements for transportation of hazardous waste on public roads; the International Fire Code; the Resource Conservation and Recovery Act of 1976 as amended by the Hazardous and Solid Waste Amendments of 1984; California's Hazardous Waste Control Law; California Fire Code; California Health and Safety Code Hazardous Materials Release Response Plans and Inventory; California Integrated Waste Management Act; regulations developed by California Occupations Safety and Health Administration; and the state Hazardous Waste Control Act. Should hazardous materials be stored on site during construction above threshold quantities established by CalEPA (55 gallons of liquid, 200 cubic feet of gas, or 500 pounds of solid), a Hazardous Materials Business Plan (HMBP) would be prepared and submitted to the local Certified Unified Program Agency (CUPA), which for the Project site is San Diego County Department of Environmental Health and Quality (DEHQ). In addition to the requirements of the HMBP, which includes emergency response procedures, handling and storage procedures, and staff training, sites with HMBPs are subject to regulatory inspections, which are conducted at regular intervals by the local CUPA.

As identified in the Hazardous Materials Technical Report (Appendix I) and discussed in Section 4.8.1, Existing Conditions, Project site structures contain hazardous building materials, including asbestos, lead-based paints, and universal wastes. A survey was completed in 2021 on the Pier View Way Bridges and Lifeguard Headquarters, which confirmed the presence of these hazardous building materials, as well as the presence of stored hazardous materials (gasoline and paints), specifically within the pier bridge structure, bait shop storage, shed, and lifeguard headquarters. Based on the age of the Junior Seau Beach Community Center and Junior Seau Amphitheatre and Bandshell, similar materials are likely to be present within site structures. While survey for asbestos is required under San Diego Air Quality Management District (SDAQMD) Rule 1206: Asbestos Removal, Renovation, and Demolition, surveys for lead-based paint and universal wastes aren't necessarily required by law. Once these materials are identified, there are laws that require protection of workers from lead and hazardous materials (CalOSHA lead standards for construction activities), and require special disposal of certain types of lead-contaminated construction waste and universal wastes (CalRecycle). As such, **Mitigation Measure (MM) HAZ-1** requires survey of remaining buildings scheduled for demolition or renovation within the Project for asbestos, lead-based paints, and universal wastes. Also as required by **MM-HAZ-1**, requirements outlined in the Hazardous Building

Abatement Specifications prepared in 2021 will be expanded to include additional hazardous building materials identified throughout the Project site that could be disturbed during construction of the proposed Project (Alternative 1 and 2).

SDAQMD Rule 1206 has special rules and notification requirements for survey and abatement of asbestos materials for all owners and operators of any renovation or demolition operation. All asbestos-containing materials would be stored, handled, transported, and disposed of in accordance with the provisions established in SDAQMD Rule 1206, limiting significant hazards from asbestos to the public or environment during routine construction and transportation. Compliance with these regulations, regulations outlined in Section 4.8.2, and mitigation measure **MM-HAZ-1** would ensure that potentially significant hazards to the public or environment through the routine transport, use, or disposal of hazardous materials during Project construction would be **less than significant with mitigation incorporated.**

Operations

As discussed above and in the Project Description, operations of the proposed Project would generally be similar to present-day operations, with improvements and supplemental support facilities. Operation of the Project would be similar to present-day, and would include use of commercially available cleaning products, landscaping chemicals and fertilizers, and various other commercially available products (gasoline, paints, solvents, etc.). While these materials could be stored on the Project site, storage would occur in compliance with the guidelines established by the manufacturer's recommendations. Similar to construction requirements, storage above threshold quantities requires preparation and implementation of an HMBP, which requires safety and response procedures, and subjects the facility to regulatory inspections. As required by the above referenced federal, state, and local regulations, the transport, removal, storage, use and disposal of hazardous materials from the Project site would be conducted by a permitted and licensed service provider. Any handling, transport, use, or disposal must also comply with all applicable federal, state, and local agencies and regulations. The Project's compliance with all standards required through federal, state, county, and municipal regulations, in addition to Project-specific plans reviewed by the City, would ensure potential impacts to the public or the environment through routine transport, use, or disposal of hazardous materials would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2, Existing Facilities, of the Project Description. There would be no physical change to the environment under the no Project alternative and none of the hazardous building materials would be disturbed. With no changes to the existing facilities, the same routine use, transport, and disposal of materials would continue, and **no impact** would occur.

Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Construction

As discussed, above, construction activities for the Project would entail transport, use, or disposal of potentially hazardous materials including, but not limited to, diesel fuel, gasoline, equipment fluids, concrete, cleaning solutions and solvents, lubricant oils, and adhesives. Spill or upset of these materials could have the potential to

significantly impact surrounding land uses; however, federal, state, and local controls have been enacted to reduce the effects of such potential hazardous materials spills. The Oceanside Fire Department enforces city, state, and federal hazardous materials regulations for the City, and the San Diego County DEHQ regulates and inspects facilities with hazardous material storage greater than threshold quantities. City regulations include spill mitigation, and containment and securing of hazardous materials containers to prevent spills. Compliance with these regulations is mandatory, as well as addressed in standard permitting conditions, and would ensure public safety as it relates to the potential for the accidental release or upset of hazardous materials. Thus, the Project construction would not 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 and Project impacts would be **less than significant**.

Operations

As discussed above, use and storage of commercially available hazardous materials would be required to comply with the guidelines established by the manufacturer's recommendations and federal, state, and local regulations. Consistent with federal, state, and local requirements, the transport, removal, and disposal of hazardous materials from the Project site would be conducted by a permitted and licensed service provider. Any quantity over threshold, which includes hazardous materials over 55-gallons, 200 cubic feet, or 500 pounds, and oils greater than 1,320 gallons, would require additional spill response measures, secondary containment requirements, and regulatory reporting and inspection. With mandatory regulatory compliance, and given the nature of the proposed use, operations of the Project would not 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 and potential Project impacts would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2, Existing Facilities, of the Project Description. There would be no physical change to the environment under the no Project alternative and none of the hazardous building materials would be disturbed. With no changes to the existing facilities, the same potential risk associated with unforeseen releases of hazardous materials would remain, and **no impact** would occur.

Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

There are no schools located within 0.25 miles of the proposed Project. Therefore, neither implementation of the proposed Project (Alternative 1 and 2) nor Alternative 3: No Project, would result in emissions or handling of hazardous materials near a school. **No impact** would occur.

Would the Project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

As discussed in Section 4.8.1, Existing Conditions, and in the Hazardous Materials Technical Report (Appendix I), no Cortese List sites were identified on the Project site, or within such a distance that their contamination would impact the Project site. One regulatory listing was identified, related to a dredge and fill permit that was issued

following the fire on the pier. The permit was authorized to remove fire-damaged materials from the water. No hazardous material releases or associated cleanups were reported. As the Project is not on or affected by a hazardous material site listed pursuant to Government Code Section 65962.5, neither implementation of the proposed Project (Alternative 1 and 2) nor Alternative 3: No Project, would result in significant hazard to the public or environment. **No impact** would occur.

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?

As discussed in Section 4.8.1, Existing Conditions, the Project site does not fall within 2 miles of a public use airport, nor is it located within an airport land use plan. As such, neither implementation of the proposed Project (Alternative 1 and 2) nor Alternative 3: No Project, would result in a safety hazard or excessive noise for people residing or working in the Project area. **No impact** would occur.

Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Construction and Operation

As discussed in Section 4.14, Traffic and Circulation, construction of the proposed Project would occur on Project sites and only partial lane closures would occur. Traffic control plans would be prepared and implemented under **PDF-TRA-1** to ensure access through the area and reduce potential impacts to emergency response vehicles and evacuation routes. The Project is in an established, developed urbanized area with access for emergency service providers. On-site circulation and emergency access would conform to applicable City regulations that require minimum widths with truck turnarounds and access by the City's firefighting apparatus, and to provide emergency ingress and egress. The proposed Project would not require the full closure of any public or private streets or roadways during operations, except for discrete special events which are required to complete the R.O.W. and Beach Access Permit through the City's Engineering Division, that permit requires traffic control plans, which include detailed notifications on closures, detours, and timing of the events and closures. With the Traffic Management Plan and proper notification, the proposed Project would not impede access of emergency vehicles to the Project or any surrounding areas.

In addition to traffic control, as further discussed in Section 4.17, Wildfire, temporary municipal wooden pier access structures would be constructed prior to full closure of the bridge, and all required emergency access would be provided in accordance with requirements of the Oceanside Fire Department.

Based on the information provided, including information in Section 4.14, Traffic and Circulation, and Section 4.17, Wildfire, the proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan and, therefore, impacts are determined to be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the enhancements, renovations, or reconstructions would be implemented. Given no reconstruction or renovations would take place, no private or public roads would be affected, meaning that emergency personnel would still have the same amount

of access to the Project site. Therefore, there would be **no impacts** associated with adopted emergency response plan or emergency evacuation plan**.**

Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Construction and Operation

As further discussed in Section 4.17, Wildfire, the proposed Project would not exacerbate fire risk on the proposed Project site due to already developed conditions, relatively flat topography, improvements that comply with all applicable fire code requirements, and given that the pier is surrounded by a beach and the Pacific Ocean. The proposed Project would not expose people or structures to significant risk of loss, injury, or death involving wildland fires, and impacts would be **less than significant.**

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the enhancements, renovations, or reconstructions would be implemented. Given no reconstruction or renovations would take place, the proposed Project would not be subject to nor expose others to increased wildfire hazards. Therefore, impacts associated with exposing people or structures to significant risk of loss, injury, or death due to wildland fire is determined to be **no impact.**

4.8.5 Mitigation Measures

MM-HAZ-1 Hazardous Materials Building Survey and Update to Abatement Specifications. Prior to demolition or renovation of any Project site structures on any portion of the Project site under Alternative 1 or 2, a hazardous building materials survey shall be conducted by a California Department of Public Health (DPH) Certified Asbestos Consultant and/or Certified Site Surveillance Technician and a California DPH Certified Lead Inspector/Risk Assessor or Sampling Technician with knowledge of asbestos, lead-based paint, universal wastes, and hazardous materials within building construction. A report documenting material types, conditions and general quantities will be provided, along with documentation of positive materials and diagrams. Based on the results of the survey, the Hazardous Building Materials Abatement Specifications (Appendix I) will be updated to include all additional hazardous materials. Demolition or renovation plans and contract specifications shall incorporate any and all abatement procedures for the removal of material containing asbestos, lead-based paint, hazardous materials, or universal wastes. All abatement work shall be done in accordance with federal, state, and local regulations, including those of the Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, U.S. Department of Housing and Urban Development, California Occupational Safety and Health Administration (which regulates employee exposure), and San Diego AQMD.

4.8.6 Level of Significance After Mitigation

Due to the known or likely presence of hazardous building materials in on-site structures, routine transport, use, or disposal of hazardous materials during construction could result in a significant hazard to the public or the environment if these hazardous materials are improperly handled. **MM-HAZ-1** requires a survey of all structures on the Project site for identification of hazardous building materials and universal wastes, and these findings will

be used to update the Hazardous Building Materials Abatement Specifications. Abatement and disposal will occur in accordance with federal, state, and local rules and regulations, including those protective of human health and the environment. With implementation of this mitigation, impacts would be **less than significant with mitigation incorporated.**

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4.9 Hydrology and Water Quality

This section describes the existing hydrology and water quality conditions, identifies associated regulatory requirements, and evaluates potential impacts related to hydrology and water quality related to implementation of the proposed Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II Project (Project). The following analysis is based on the preliminary Storm Water Quality Management Plan (SWQMP) prepared on January 31, 2025, as well as the coastal hazard and sea level rise vulnerability assessments for the Beachfront Facilities and Pier View Way Bridges, prepared on May 8, 2025 and April 30, 2025, respectively. These reports are included in this programmatic environmental impact report (PEIR) as Appendices J, K-1, and K-2, respectively.

4.9.1 Existing Conditions

Hydrologic Setting

The City is within the San Luis Rey Hydrological Unit, which covers a drainage area of approximately 560 square miles. The San Luis Rey Watershed is located in northern San Diego County and is bordered to the north by the Santa Margarita River Watershed and to the south by the Carlsbad and San Dieguito River Watersheds. The San Luis River extends over 55 miles and has a watershed of approximately 360,000 acres (City of Oceanside et al. 2016). The San Luis Rey River discharges to the Pacific Ocean in the City of Oceanside Average annual precipitation ranges from roughly 10 inches along the coastal areas to 45 inches in the mountainous areas.

The Project is located in the western portion of the City within the Mission Hydrologic Subarea of the Lower San Luis Hydrologic Area within the Lower San Luis Rey Watershed (903.11) (Project Clean Water 2025). Within the Mission Hydrologic Subarea, downstream-impaired 303(d) listed water bodies include the Loma Alta Creek, Loma Alta Slough, Pacific Ocean Shoreline, East Channel Lake, Guajome Lake, and the San Luis Rey River Mouth.

The Project site is at the base of an approximately 30-foot-high bluff that parallels North Pacific Street. The existing ground surface is at an approximate elevation of 11 to 15 feet high along the beachfront. North Pacific Street is at an approximate elevation of 40 to 42 feet at the crest of the bluffs on the eastern side of the Project site. The Project site is developed with existing beachfront public facilities and associated stormwater conveyance infrastructure. The Project site is currently developed with approximately 181,083 square feet of impervious surface (Appendix J). The Project site includes existing storm drain lines, inlets, and outfalls that divert stormwater off the site, generally from east to west, to the Pacific Ocean. There is existing riprap located at outfalls that reduces outlet charge velocity.

Surface Water Quality

The San Luis Rey River is listed on the State Water Resources Control Board (SWRCB) 303(d) list of impaired water bodies. Under Section 303(d) of the Clean Water Act (CWA), states are required to develop lists of water bodies that would not attain water quality objectives after implementation of required levels of treatment by point source dischargers (municipalities and industries). Section 303(d) requires that the state develop a total maximum daily load (TMDL) for each of the listed pollutants as a means to alleviate the impairments within water bodies' surface water. The San Luis Rey River (Lower) is impaired with various pollutants. Upstream agricultural uses, urban runoff, and storm sewers are the likely sources of these pollutants.

Groundwater

The Project area overlies the Lower San Luis Rey Valley Groundwater Basin within the Mission Subbasin. The San Luis Rey Valley Groundwater Basin underlies an east/west-trending alluvium-filled valley located along the western coast of San Diego County. The major hydrologic feature is the San Luis Rey River, which drains the valley overlying the basin. The basin is bounded on the east, northeast, and southeast by the contact of alluvium with impermeable Mesozoic granitic and pre-Cretaceous metamorphic rocks. In the northwest and southwest of the lower portion of the basin, alluvium is in contact with semi-permeable Eocene marine deposits and Tertiary non-marine deposits. The basin is bounded on the west by the Pacific Ocean (DWR 2004).

The San Luis Rey Valley groundwater basin is recharged by precipitation, imported irrigation water applied on upland areas, and by storm flow in the San Luis Rey River and its tributaries. Movement of groundwater in the alluvial aquifer is westward toward the Pacific Ocean. Water levels in the basin declined drastically in the 1950s and 1960s due to groundwater development and over-pumping. Since the advent of imported water sources, groundwater levels have risen to near pre-development levels and averages range from 0 to 20 feet below ground surface (bgs). The estimated total storage capacity for this basin is 240,000 acre-feet (DWR 2004).

According to the City's Urban Water Management Plan, approximately 15% of the City's water comes from groundwater within the Mission Basin (City of Oceanside 2021a). The brackish groundwater pumped from the Mission Basin is extracted and treated at the Mission Basin Groundwater Purification Facility to become potable water through a reverse osmosis desalting process (City of Oceanside 2021a). The City purchases the remaining 85% of its water supply from the San Diego County Water Authority, which includes approximately half treated water and half raw water. Treated imported water is conveyed directly to the City's water distribution system, while untreated imported water is conveyed to the Robert A. Weese Filtration Plant, which serves at a capacity of 25 million gallons per day. According to the SWQMP, the approximate depth of groundwater at the Project site is between 5 to 10 feet bgs (Appendix J).

Flood Zone

The Project site is within two flood plain zones: Zone X and Zone VE, per the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map panel number 06073C0734J (FEMA 2019). Project components east of The Strand, such as the JSBCC, eastern half of the Pier View Way Bridges, Amphitheater and Bandshell, and Betty's lot, are within Zone X which indicates components are within an area of moderate to low risk of flood hazard. The western half of the Pier View Way Bridges, that spans across The Strand, is within Special Flood Hazard Area (SFHA) Zone VE (EL16), which indicates it is within an area of special flood hazard with a base flood elevation (BFE) of 16 feet. SFHAs are defined as "Areas subject to inundation by the 1-percent-annual-chance flood event, but which will ultimately be protected upon completion of a Federal flood protection system. The Federal flood protection system has not yet been certified by FEMA. These are areas of special flood hazard where enough progress has been made on the construction of a protection system, such as dikes, dams, and levees, to consider it complete for insurance rating purposes" (FEMA 2020).

Tsunami Inundation

A seismic sea wave or tsunami is produced by a large displacement of the ocean bottom and can move at velocities of up to 500 miles per hour in deep ocean water. In the deep ocean, tsunamis can be only a few feet high. As the tsunami reaches shallower coastal waters, it travels much slower and wave energy is compressed, which can lead to a rapid and dramatic increase in wave height. Generally, a tsunami is not a single wave but a series of waves,

and the first wave may not be the largest. Tsunami waves are often destructive, leading to property damage and sometimes loss of life. In some cases, the coastal waters are drawn out into the ocean just before the tsunami strikes. When this occurs, more shoreline may be exposed than even at the lowest tide. Typically, hazardous tsunamis along the California coastline are associated with seismic events and are caused by vertical displacement of submarine faults. They can also occur as a result of submarine landslides that may or may not occur in conjunction with seismic activity.

The Project site is mapped within a tsunami inundation area according to the California Emergency Management Agency (CalEMA); also, according to mapping compiled by the California Geological Survey, the Project site is considered to be within a tsunami hazard zone that could be subject to inundation (CGS 2025). This tsunami inundation map is intended to assist cities and counties in identifying their tsunami hazard. The inundation area represents the maximum considered tsunami runup from a number of extreme, yet realistic, tsunami sources. Tsunamis are rare events; due to a lack of known occurrences in the historical record, this designation and related mapping does not include information about the probability of any tsunami affecting any area within a specific period of time (CalEMA 2009).

Coastal Setting

Tides on the Southern California coast have a semi-diurnal pattern, with two high tides and two low tides every day. The nearest tide gauge to the Project site is the National Oceanic and Atmospheric Administration (NOAA), La Jolla tide gauge (ID no. 9410230). The tidal range between Mean Higher High Water (MHHW) and Mean Lower Low Water (MLLW) is 5.32 feet. The historically observed highest water level is 7.62 ft (Appendices K-1 and K-2).

The Coastal Data Information Program (CDIP) provides observation-driven wave hindcast and nowcast model data along the California coast through its Monitoring and Prediction (MOP) system. To prepare the coastal hazard and sea level rise vulnerability assessments, data from January 2000 to April 2025 at MOP Station D0906, located at the Oceanside Pier at a 33-foot water depth, was used to characterize typical nearshore wave conditions. This analysis concludes that waves are predominantly southwesterly and are typically less than 3 feet and that 70% of the waves have a peak period between 12 to 16 seconds. An extreme value analysis of waves at the Oceanside Pier was also conducted using the same data for these assessments. The 1-year and 100-year offshore significant wave heights were reported to be 8.8 feet and 14.6 feet, respectively (Appendices K-1 and K-2).

4.9.2 Regulatory Setting

Federal

Federal Emergency Management Agency

FEMA was established in 1979 with the dual functions of civil defense and emergency management. The agency's authorities were further defined and expanded by a series of legislative actions. The Disaster Relief and Emergency Assistance Amendments of 1988 amended the Disaster Relief Act of 1974 and established the current statutory framework for disaster response and recovery through presidential disaster declarations.

Clean Water Act

The U.S. Environmental Protection Agency (EPA) regulates water quality under the CWA (also known as the federal Water Pollution Control Act). Enacted in 1972, and significantly amended in subsequent years, the CWA is designed

to restore and maintain the chemical, physical, and biological integrity of waters of the United States. The CWA provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES). The NPDES program characterizes receiving water, identifies harmful constituents, targets potential sources of pollutants, and implements a comprehensive stormwater management program. Construction and industrial activities are typically regulated under statewide general permits that are issues by the SWRCB. The Regional Water Quality Control Board (RWQCB) also issues waste discharge requirements that serve as NPDES permits under the authority delegated to the RWQCBs under the CWA.

The CWA requires NPDES permits for the discharge of pollutants to waters of the United States from any point source. In 1987, the CWA was amended to require that the EPA establish regulations for permitting of municipal and industrial stormwater discharges under the NPDES permit program. In Phase I of the urban runoff management strategy, the EPA published NPDES permit applicant requirements for municipal, industrial, and construction stormwater discharges. These requirements are implemented through permits issued by the SWRCB or the local RWQCB in which the Project is located (California RWQCB San Diego Region, herein San Diego RWQCB) and/or the governing municipality where the Project is located.

The EPA delegated its responsibility for administration of portions of the CWA to state and regional agencies. The CWA requires states to adopt water quality standards for receiving water bodies and to have those standards approved by the EPA. Water quality standards consist of designated beneficial uses for a particular receiving water body (e.g., wildlife habitat, agricultural supply, fishing), along with water quality criteria necessary to support those uses. Water quality criteria are prescribed concentrations or levels of constituents, such as lead, suspended sediment, and fecal coliform bacteria, or narrative statements that represent the quality of water that supports a particular use.

National and State Safe Drinking Water Acts

The federal Safe Drinking Water Act, established in 1974, is administered by the EPA and sets drinking water standards throughout the country. The drinking water standards established in the act, as set forth in the Code of Federal Regulations (CFR), are referred to as the National Primary Drinking Water Regulations (40 CFR Section 141), and the National Secondary Drinking Water Regulations (40 CFR Section 143). According to the EPA, the National Primary Drinking Water Regulations are legally enforceable standards that apply to public water systems. The National Secondary Drinking Water Regulations are non-enforceable guidelines regulating contaminants that may cause cosmetic or aesthetic effects in drinking water. The EPA recommends the Secondary Standards for water systems but does not require systems to comply. California passed its own Safe Drinking Water Act in 1986 that authorizes the state's Department of Health Services to protect the public from contaminants in drinking water by establishing maximum contaminant levels (as set forth in the California Code of Regulations (CCR), Title 22, Division 4, Chapter 15) that are at least as stringent as those developed by the EPA, as required by the federal Safe Drinking Water Act.

Federal Antidegradation Policy

The federal Antidegradation Policy (40 CCR Section 131.12) requires states to develop statewide antidegradation policies and identify methods for implementing them. State antidegradation policies and implementation methods shall, at a minimum, protect and maintain (1) existing in-stream water uses; (2) existing water quality where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource. State permitting actions must be consistent with the federal Antidegradation Policy.

State

California Sustainable Groundwater Management Act

Passage of the California Sustainable Groundwater Management Act (SGMA) in 2014 set forth a statewide framework to help protect groundwater resources over the long term. SGMA comprises a three-bill legislative package, including AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley), as well as subsequent statewide Regulations. In signing SGMA, then Governor Jerry Brown emphasized that "groundwater management in California is best accomplished locally." SGMA requires local agencies to form groundwater sustainability agencies for the high- and medium-priority basins. Groundwater sustainability agencies develop and implement groundwater sustainability plans to avoid undesirable results and mitigate overdraft within 20 years.

California Toxics Rule

Because of gaps in California's regulations, the EPA promulgated the California Toxics Rule (40 CCR Section 131.38), which established numeric water quality criteria for certain toxic substances in California surface waters. The California Toxics Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for water bodies that are designated by the San Diego RWQCB as having beneficial uses protective of aquatic life or human health. The California Toxics Rule criteria are applicable to the receiving waters from the Project site.

Porter–Cologne Water Quality Control Act

The Porter–Cologne Water Quality Control Act (Porter–Cologne Act) established the principal California legal and regulatory framework for water quality control. The Porter–Cologne Act is implemented by the California Water Code. The California Water Code authorizes the SWRCB to implement the provisions of the CWA.

California is divided into nine regions governed by RWQCBs. The RWQCBs implement and enforce provisions of the California Water Code and the CWA under the oversight of the SWQCB. The Project site is located in Region 9, also known as the San Diego Region, and is governed by the San Diego RWQCB.

Each RWQCB must formulate and adopt a water quality control plan for its region. The San Diego RWQCB has adopted and periodically amends a water quality control plan titled Water Quality Control Plan for the San Diego Basin (Basin Plan) (San Diego RWQCB 2016). The San Diego RWQCB Basin Plan must conform to the policies set forth in the Porter–Cologne Act as established by the SWQCB in its state water policy. The Porter–Cologne Act also provides the RWQCBs with authority to include within their basin plans water discharge prohibitions applicable to particular conditions, areas, or types of waste.

Section 303(d)—Total Maximum Daily Load

The CWA requires states to publish, every two years, an updated list of streams and lakes that are not meeting their designated uses because of excess pollutants (i.e., impaired water bodies). The list, known as the Section 303(d) list, is based on violations of water quality standards. Once a water body has been deemed impaired, a TMDL must be developed for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards (plus a margin of safety). Once established, the TMDL allocates the loads among current and future pollutant sources to the water body. Targets utilized in the TMDL do not establish new water quality objectives and are not enforceable against dischargers. Allocations made to point sources are implemented primarily through NPDES permits, particularly the regionwide NPDES Municipal Separate Storm Sewer System (MS4) permit and the General

Industrial Permit and Construction General Permit. Additionally, once a TMDL is developed and adopted into a basin plan, the water body is removed from the Section 303(d) list.

States are required to submit the Section 303(d) list and TMDL priorities to the EPA for approval. The 2022 Section 303(d) list is the most recently adopted list (SWRCB 2022). The 2022 Section 303(d) list was adopted by the SWRCB and approved by the EPA on May 11, 2022.

National Pollutant Discharge Elimination System Permits

In California, the SWRCB and its RWQCBs administer the NPDES permit program. The NPDES permits cover all construction and subsequent drainage improvements that disturb 1 acre or more, industrial activities, and municipal separate storm drain systems. Construction and industrial activities are typically regulated under statewide general permits that are issued by the SWRCB. The SWRCB also issued a statewide general small MS4 stormwater NPDES permit for public agencies that fall under that Phase II NPDES regulations.

The NPDES permit system was established in the CWA to regulate both point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffused runoff of water from adjacent land uses) to surface waters of the United States. For point source discharges, each NPDES permit contains limits on allowable concentrations and mass emission of pollutants contained in the discharge. For nonpoint source discharges, the NPDES program establishes a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment to the maximum extent practicable. The NPDES program consists of characterizing receiving water quality, identifying harmful constituents, targeting potential sources of pollutants, and implementing a comprehensive stormwater management program.

The reduction of pollutants in urban stormwater discharge to the maximum extent practicable through the use of structural and nonstructural best management practices (BMPs) is one of the primary objectives of the water quality regulations for MS4s. BMPs typically used to manage runoff water quality include controlling roadway and parking lot contaminants by installing filters with oil and grease absorbents at storm drain inlets, cleaning parking lots on a regular basis, incorporating peak-flow reduction and infiltration features (e.g., grass swales, infiltration trenches, and grass filter strips) into landscaping, and implementing educational programs.

Local

San Diego Basin Plan

The Basin Plan sets forth water quality objectives for constituents that could potentially cause an adverse effect or impact on the beneficial uses of water. Specifically, the San Diego Basin Plan is designed to accomplish the following (San Diego RWQCB 2016):

- Designate beneficial uses for surface water and groundwater;
- Set the narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy;
- Describe the implementation programs to protect the beneficial uses of all waters within the region; and
- Describe surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

The Basin Plan incorporates by reference all applicable SWRCB and RWQCB plans and policies.

Regional MS4 Permit

On May 8, 2013, the RWQCB approved a regional MS4 permit for San Diego, southern Orange, and southwest Riverside Counties (Order No. R9-2013-0001). Order No. R9-2013-0001 has been subsequently amended by Order Nos. R9-2015-0001 and R9-2015-0100. The regionwide NPDES Permit (commonly referred to as the Regional MS4 Permit) sets the framework for municipalities, including the City, to implement a collaborative watershed-based approach to restore and maintain the health of surface waters. The Regional MS4 Permit requires development of water quality improvement plans (WQIPs) that will allow the City (and other watershed stakeholders) to prioritize and address pollutants through an appropriate suite of BMPs in each watershed.

The Project lies within the San Luis Rey Watershed Management Area, and the City is one of the responsible municipalities for the watershed's WQIP. The San Luis Rey Watershed WQIP was approved by the RWQCB on February 12, 2016 (City of Oceanside et al. 2016).

City of Oceanside General Plan

The City's General Plan Community Facilities Element contains plans, policies, objectives, and goals related to stormwater system management. The overall objective for managing the City's drainage and stormwater system is:

> Objective. To provide adequate stormwater management facilities and services for the entire community in a timely and cost-effective manner, while mitigating the environmental impacts or construction of the storm drainage system as well as stormwater runoff.

The City of Oceanside works to achieve this objective through the following nine policies:

> Policy 6.1. The Master Drainage Plan for the City of Oceanside shall establish standards for citywide drainage. Within each major watercourse addressed by the Plan, the City and/or developers shall assure that adequate drainage improvements and facilities are provided to handle runoff when the drainage basin is fully developed to the intensity proposed by the Land Use Element of the General Plan.

> Policy 6.2. All new development in the City of Oceanside shall pay drainage impact fees to defray the development's proportionate share of drainage facilities serving the basin where the new development is located.

> Policy 6.3. The City shall continue to participate in the National Flood Insurance Program. Any development application for construction within the 100-year floodplain shall be reviewed to ensure that the project complies with flood protection measures required by the National Flood Insurance Program. For existing developed areas within the 100-year floodplain, these same measures and standards shall be applied if City approval of substantial improvements or upgrades is sought.

> Policy 6.4. To the degree that it is economically feasible and consistent with sound engineering practices and maintenance criteria, the City shall discourage disruption of the natural landform and encourage the maximum use of natural drainage ways in new development. Non-structural flood protection methods, which avoid major construction programs such as channels and favor vegetative measures to protect and stabilized land areas, should be considered as an alternative to constructing concrete channels where feasible.

Policy 6.5. The City shall locate and/or design new critical facilities to minimize potential flood damage from the 100-year flood. Such facilities include those that provide emergency response (hospitals, fire stations, police stations, civil defense headquarters, utility lines, ambulance services, and sewage treatment plants). Such facilities also include those that do not provide emergency response but attract large numbers of people, such as schools, theaters and other public assembly facilities.

Policy 6.6. The City shall maintain public flood control channels and storm drains through dredging, repair, desilting, and clearing as needed to prevent any loss in effective use.

Policy 6.7. The City shall require appropriate and sufficient screening, fencing, landscaping, open space setbacks, or other permanent mitigation or buffering measures between drainage way corridors and adjacent and surrounding land uses. The employed measures shall be of sufficient scope to minimize, to the maximum extent possible, negative impacts to adjacent surrounding land uses from the particular drainage way corridor.

Policy 6.8. The City of Oceanside shall integrate required drainage planning efforts with linear open space amenities and trail corridors through the community, while addressing the issues of life safety, attractive nuisances, and long-term maintenance responsibility and costs.

Policy 6.9. The City shall comply with the sections of the federal CWA in regard to stormwater drainage.

City of Oceanside Zoning Ordinance

Article 30 of the City's Zoning Ordinance (3049, Urban Forestry Program) states that all new development that requires administrative or discretionary review shall comply with the urban forestry standards for minimum tree canopy and permeable-surface-area requirements. A permeable surface should allow water to pass through it, with pores or openings, and may include gravel, pervious concrete, porous asphalt, paving stone, or similar materials. For projects with a site area of 1 acre or more, including the Project site, the minimum permeable surface area is 22% of the project site (City of Oceanside 2021b).

City of Oceanside Municipal Code

Chapter 40 of the City of Oceanside Municipal Code is known as the Urban Runoff Management and Discharge Control Ordinance. The overall intent of this ordinance is to "protect the health, safety, and general welfare of City residents; to protect water resources and to improve water quality; to cause the use of management practices by the City and its citizens that will reduce the adverse effects of polluted runoff discharges on waters of the state; to secure benefits from the use of stormwater as a resource; and to ensure the City is compliant with applicable state and federal law" (City of Oceanside 2021b). General provisions of the Urban Management and Discharge Control Ordinance include compliance with the current and applicable RWQCB discharge permits, requirements for discretionary approvals subject to discharge control, development of urban runoff standards manuals, and designations for permitted use of collected stormwater.

City of Oceanside BMP Design Manual

The City of Oceanside BMP Design Manual addresses updated on-site post-construction stormwater requirements for Standard Projects and Priority Development Projects (PDPs), and provides updated procedures for planning, preliminary design, selection, and design of permanent stormwater BMPs based on the performance standards presented in the MS4 Permit. At the local level, the intended users of the BMP Design Manual include project

applicants for both private and public developments, their representatives responsible for preparation of stormwater quality management plans (SWQMPs), and co-permittee (City of Oceanside) personnel responsible for review of these plans (City of Oceanside 2022).

4.9.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to hydrology and water quality are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. For the purposes of this Project, a significant impact related to hydrology and water quality would occur if the Project would:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.
3. 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:
    a. result in substantial erosion or siltation on or off site;
    b. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;
    c. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
    d. impede or redirect flood flows.
4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation.
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.9.4 Impacts Analysis

Due to the interconnected nature of hydrology and water quality impacts, the analysis below is structured to assess the Project's potential effects on hydrology and water quality across the entire Project site for both Alternatives 1 and 2, rather than at the component-level (i.e., Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, and Community Plaza Area, Junior Seau Beach Community Center, Junior Seau Amphitheater and Bandshell, and Betty's Lot). This structure and analytical approach are consistent with the master Stormwater Quality Management Plan (SWQMP) which assesses the entire Project site and all proposed components/facilities, along with the Coastal Hazards and Sea Level Rise Vulnerability Assessment (SLR-VA). The SWQMP (Appendix J) and SLR-VA (Appendices K-1 and K-2) document the improvements, stormwater design requirements, and vulnerabilities for full buildout of the entire Project site. The SWQMP provides design of stormwater BMPs to minimize the potentially negative impacts of the Project's land development activities on water quality across the Project site and various Project components. The SLR-VA provides a comprehensive evaluation of coastal hazards due to potential SLR scenarios, including coastal flooding and tsunami inundation.

Alternative 3, the No Project Alternative, is assessed separately within this analysis because under that alternative existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented; therefore, hydrology and water quality conditions under this alternative would be considerably different than those assessed in Alternatives 1 and 2.

Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The Project is located in the western portion of the City within the Mission Hydrologic Subarea of the Lower San Luis Hydrologic Area within the San Luis Rey Watershed (903.11) of the Water Quality Control Plan for the San Diego Basin (California Regional Water Quality Control Board 2016). Within the Mission Hydrologic Subarea, downstream-impaired 303(d) listed water bodies include the Loma Alta Creek, Loma Alta Slough, Pacific Ocean Shoreline, East Channel Lake, Guajome Lake, and the San Luis Rey River mouth. These water bodies are impaired by enterococcus, total coliform, chloride, enterococcus, fecal coliform, phosphorus, total dissolved solids, total nitrogen, toxicity, and indicator bacteria. Total maximum daily loads (TMDLs) have been established to address those pollutants for these impaired water bodies. Considering the downstream waters are impaired by these pollutants, the potential pollutants of concern that may be generated by the Project include nutrients, indicator bacteria, sedimentation/ siltation, and toxicity.

In accordance with regulations, a master SWQMP has been prepared to address the Project's operational impacts to water quality and the potential pollutants of concern. As described in the SWQMP (Appendix J), the Project site's existing land cover includes vegetative cover, non-vegetated pervious areas, and impervious areas. As described in the SWQMP and summarized below in Table 4.9-1, the Project site contains 181,083 square feet of impervious surface. Existing drainage conveyance at the Project site is dictated by and predominately covered with impervious areas. The Project site also contains smaller pervious surfaces, including landscape planters, planted slopes and pervious pavers, which are sporadically located throughout. Stormwater runoff generally flows from east to west from Pacific Street to The Strand and ultimately to the Pacific Ocean. There are several small inlets at the Project site that collect flows and discharge them to the existing 18-inch storm drain along the northern extents of the site. Portions of Pacific Street also drain to this 18-inch pipe. The section of Pacific Street above the existing amphitheater, within the proposed Project footprint, routes flow into an existing 36-inch storm drain with a pre-existing biofiltration BMP. The remaining portions of the Project site areas drain off their perspective parcels and flow into The Strand which collects flows at the curb underside drains and discharges onto the beach, ultimately draining to the Pacific Ocean. Existing pervious pavers are installed throughout the beachfront operations area that was recently constructed, acting as water quality BMPs and storage.

Offsite runoff from the upper watershed is routed through the Project site into two storm drains. As referenced above, an existing 18-inch pipe routes flows from Civic Center Drive through the existing Parking Lot 28 and discharges flows onto the beach west of The Strand and north of Parking Lot 29. As also discussed above, the second 36-inch storm drain captures additional flows from Pacific Street and portions of downtown Oceanside.

Table 4.9-1. Existing and Proposed Impervious Surface

Condition	Approximate Square Footage	Approximate Acreage
Existing Site Condition		
Impervious Surface	181,349	4.16
Pervious Surface	81,986	1.88
Total	**263,335**	**6.04**
Project Site Condition		
Impervious Surface *(Proposed + Remaining)*	208,082 *(143,917 + 64,165)*	4.77 *(3.30 + 1.47)*
Pervious Surface	55,253	1.27

Table 4.9-1. Existing and Proposed Impervious Surface

Condition	Approximate Square Footage	Approximate Acreage
Total	263,335	6.04
Net Impervious Surface	*+ 26,733*	*+ 0.61*

Operation

The proposed Project includes impervious features that would convey stormwater, including buildings, parking lots, sidewalks, plaza hardscapes, a concrete amphitheater, the Pier Bridges structure, and roadways. As shown under Table 4.9-1, the Project would result in approximately 143,917 square feet of proposed new impervious area and would retain approximately 64,165 square feet of existing impervious area, thereby resulting in a total of approximately 208,082 square feet of impervious area. After construction, the Project site would include approximately 55,253 square feet of pervious surface and features that would capture stormwater: planted hillside below Pacific Street, planter areas, pervious paver, and existing beach sand. After Project construction, stormwater will flow westward from the Project site and be captured in water collection, conveyance, retention and treatment facilities. The captured water will be treated by proprietary biofiltration systems and then discharged to beach and ultimately to the Pacific Ocean.

As calculated and prescribed by the SWQMP, Project stormwater infrastructure design includes the installation of new storm drain inlets, storm drain pipes, and treatment devices to improve site drainage. Inlets, which include curb inlets, grate inlets, and smaller inlets on the northern side of the site, would be placed along The Strand and other key areas near existing outfalls to the beach. These inlets would be designed to capture Project site flows and direct them through three discrete treatment BMP facilities. The piped system will connect to the existing 36-inch reinforced concrete pipe north of the Pier View Way Bridge, west of The Strand, and the existing northern 18-inch pipe. The Project site will also be regraded to meet new flow requirements, ensuring effective capture and conveyance through the new curb and grate inlets. The treated stormwater would then be discharged into two existing storm drain pipes, which outfall directly into the Pacific Ocean. These storm drain outlets are located on the beach, immediately west of the site. Each outlet is equipped with riprap pads, appropriately sized to handle peak design flow and mitigate discharge velocity. Notably, the invert elevations of both outlets are below the mean high tide water surface elevation at the point of discharge.

In accordance with the City of Oceanside BMP Design Manual, structural BMPs would be implemented on site in order to reduce the quantity of pollutants in stormwater discharges. As noted in the SWQMP, the Project site is adjacent to the Pacific Ocean. With limited space, the use of pervious/landscape biofiltration or retention type BMPs for stormwater treatment is not feasible. The amount of land required to use such BMPs would significantly impact facility operations. As a result, a compact proprietary biofiltration unit was recommended to treat the stormwater and improve the water quality at the Project site. A Contech Modular Wetland System (MWS) Stormwater Biofiltration System was chosen for its footprint requirements, life cycle, maintenance requirements, and enhanced treatment abilities for its below grade alternative. The design of this proprietary biofiltration unit would be consistent with the City of Oceanside BMP Design Manual.

The structural BMP design also incorporates a gravity system that conforms to the design and sizing criteria outlined in the City of Oceanside's BMP Design Manual. The resulting BMP design includes a pretreatment chamber, a biofiltration chamber, a specialized vertical drain pipe and orifice control plate, and an internal weir used to bypass treatment during peak flows, eliminating flooding and the need for a separate bypass structure. There would be

four MWS's implemented on the Project site, each with differing flow capacities and sizes based on the flow rates calculated per the SWQMP. Design of stormwater BMPs for this Project is consistent with the requirements of the City of Oceanside's BMP Design Manual, which is based on the requirements of San Diego Regional Water Quality Control Board Order No. R9-2013-0001 (MS4 Permit).

In summary, during operation, the Project would implement site design BMPs in order to reduce the rate and volume of stormwater runoff. The Project would implement source control BMPs to assist with reducing pollutants in stormwater runoff. The source control BMPs proposed include the prevention of illicit discharges into the MS4, identification of the storm drain system with stenciling or signage, and the protection of trash storage areas from rainfall by enclosing and covering the trash storage area.

As required by applicable laws referenced as part of this analysis, implementation of the SWQMP and a combination of structural BMPs, site design BMPs, and source control BMPs would provide post-construction pollutant controls, reducing potential operational impacts related to water quality standards or waste discharge. Further, the Project would include a new stormwater conveyance system that would route stormwater to treatment facilities where it will be treated in accordance with the above regulatory standards before being routed and discharged off site. Accordingly, the Project would be consistent with and would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality; impacts would be **less than significant**.

Construction

Construction activities associated with the Project could result in wind and water erosion of the disturbed area, leading to sediment discharges. Fuels, oils, lubricants, and other hazardous substances used during construction could also be released and impact water quality. The Project is required by law to comply with the NPDES SWRCB Construction General Permit Order No. 2022-0057-DWQ for stormwater discharges and general construction activities and would incorporate standard BMPs such as regular cleaning or sweeping of construction areas and impervious areas, in addition to runoff controls. In compliance with the Construction General Permit Order No. 2022-0057-DWQ, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared for the Project that specifies BMPs that would be implemented during construction to minimize impacts to water quality in accordance with the law and the General Construction Permit. Construction BMPs to be implemented on site during construction include erosion control devices; collection and containment of all construction trash, waste, and debris; routine site sweeping; and covering of exposed dirt piles with tarps. Compliance with the General Construction Permit, SWQMP, SWPPP, and BMPs would ensure construction-related impacts to water quality would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2, Existing Facilities, of Chapter 3, Project Description. There would be no physical change to the environment under the no Project alternative and none of the proposed water quality facilities described above would be implemented. With no changes to the existing impervious or pervious surfaces or stormwater capture, conveyance, treatment, and discharge facilities existing systems would continue to be utilized. Therefore, **no impact** would occur.

Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

As stated above, the Project site overlies the Lower San Luis Rey Valley Groundwater Basin within the Mission Subbasin. Approximately 15% of the City's water comes from groundwater within the Mission Basin (City of Oceanside 2021a). There is no published groundwater management plan for the Lower San Luis Rey Valley Groundwater Basin.

The Project would not use groundwater during construction or operation. According to the SWQMP (Appendix J), the approximate depth of groundwater is about 5 to 10 feet bgs. According to the Project-specific Geotechnical Report (Appendix H-1), groundwater was encountered approximately 8.3 feet to 38.3 feet bgs, which corresponds to elevation of -10 and +8.5 mean sea level. As noted in the Geotechnical Report, variations in groundwater elevation fluctuate daily as the nearby Pacific Ocean tide rises and falls. Therefore, encountering groundwater should be anticipated during construction of the proposed Project. Dewatering methods may be necessary during excavations on site and would be evaluated and implemented by an experienced dewatering subcontractor, if required. The process of dewatering typically involves the use of dewatering pumps that are placed directly into the ponding area, and water is pumped and redistributed to another location. If dewatering is required during construction activities, the water being pumped would be discharged onto another portion of the site, which would eventually infiltrate back into the groundwater table.

Although the Project would result in a net increase in amount of impervious groundcover, along with a reduction in pervious surface areas, the Project also includes and would introduce an increase in pervious surface area features through a combination of structural BMPs, site design BMPs, and source control BMPs to provide post-construction diversion of stormwater to pervious surfaces, specifically the sandy shore. These proposed improvements would also provide pollutant control according to requirements for Priority Development Projects (PDPs) identified in the City of Oceanside BMP Design Manual, which is consistent with the City's ongoing groundwater recharge and management efforts. Through the implementation of these features, the proposed Project would be consistent with the City's groundwater plans and objectives, including the Mission Basin Groundwater Purification Facility, which plays a role is treating brackish water through reverse osmosis prior to release for groundwater recharge. The City is also actively involved in a number of additional groundwater recharge efforts, including the Pure Water Oceanside Project, use of injection wells, and the encouragement of projects to incorporate structural BMPs, similar to the ones proposed, that capture, convey, treat, and discharge stormwater in areas that contribute to groundwater recharge. The proposed Project would not impact or otherwise impede these ongoing efforts and includes proposed structural BMPs consistent with the City's ongoing efforts.

As stated in the analysis above, all stormwater would be adequately treated by the MWSs prior to being discharged (Appendix J). Because the Project would use biofiltration and BMPs that would effectively treat stormwater runoff, the Project would not have a potentially significant adverse impact on groundwater quality. The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin or the City's ongoing management and recharge efforts. Therefore, impacts would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2. There would be no physical change to the environment under the no

Project alternative and none of the proposed facilities or changes in existing Project site features described above would be implemented. With no changes to the existing impervious or pervious surfaces or stormwater capture, conveyance, treatment, and discharge facilities existing conditions associated with groundwater management or recharge would continue to be utilized in their current state. Therefore, **no impact** would occur.

Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would (i) result in substantial erosion or siltation on or off site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows?

(i) On- and off-site erosion and siltation would be minimized through the implementation of BMPs during construction in accordance with a SWPPP, as required by City regulations in conformance with the NPDES SWRCB Construction General Permit Order No. 2022-0057. Because the Project exceeds 1 acre in size, the Project would be subject to the General Permit Order, be required to prepare a SWPPP, and comply with the associated BMPs. Preparation of a SWPPP would also be required to obtain a grading permit for the Project. Construction BMPs described in the SWPPP include, but are not limited to, measures minimizing exposed soils, silt fencing, soil binders, street sweeping, hydroseeding soils, and using sandbags, check dams, or berms during rain events to direct flows. Surface drainage during Project construction would be controlled through implementation of the SWQMP and SWPPP required by the NPDES regulations and provisions of the City's Grading and Erosion Control Ordinances.

During Project operations, as discussed under the Threshold 1, Project site surfaces would be covered by approximately 4.77 acres of impervious area and 1.27 acres of impervious area. The proposed Project includes impervious features that would convey stormwater, including buildings, parking lots, sidewalks, plaza hardscapes, a concrete amphitheater, the Pier Bridges structure, and roadways. Once operational, the Project site would include pervious surfaces and features that would capture stormwater, planted hillside below Pacific Street, planter areas, pervious paver, and existing beach sand. After Project construction, stormwater will flow westward from the Project site and be captured in water collection, conveyance, retention, treatment, and discharge facilities. The captured water will be treated by a proprietary biofiltration system and then discharged to the beach and ultimately into the Pacific Ocean. The new stormwater conveyance system is designed so that surface runoff would be controlled in a manner to avoid erosion and sedimentation in accordance with regulations and the prepared SWQMP (Appendix J). As described in response to Threshold 1, Project stormwater infrastructure design includes the installation of new storm drain inlets, storm drain pipes, and treatment devices to improve site drainage. Inlets, which include curb inlets, grate inlets, and smaller inlets on the northern side of the site, would be placed along The Strand and other key areas near existing outfalls to the beach. These inlets would be designed to capture Project site flows and direct them through three discrete treatment BMP facilities. The treated stormwater will then be discharged into two existing storm drain pipes, which outfall directly into the Pacific Ocean. These storm drain outlets are located on the beach, immediately west of the site. Each outlet is equipped with riprap pads, appropriately sized to handle peak design flow and mitigate discharge velocity. Notably, the invert elevations of both outlets are below the mean high tide water surface elevation at the point of discharge, thereby addressing potential erosion or siltation concerns.

The Project would also be required to comply with the City's Erosion Control Ordinance and implement structural BMPs discussed under Threshold 1 to minimize the potential for excessive downstream erosion of the beach. Additionally, the proposed landscaped areas on site would remove sediment and particulate-bound pollutants from stormwater prior to leaving the Project site. Therefore, the Project would not substantially alter the existing drainage

pattern of the site or area in a manner that would result in substantial erosion or siltation on or off site; impacts would be **less than significant**.

(ii) The Project site has been previously graded and currently consists of a developed site that is occupied by beachfront public facilities and associated stormwater conveyance infrastructure. The Project site also contains minor areas of landscape planters, planted slopes and pervious pavers sporadically located throughout. Stormwater runoff generally flows from east to west from Pacific Street to The Strand and ultimately to the Pacific Ocean. There are several small inlets at the Project site that collect flows and discharge them to the existing 18-inch storm drain along the northern extents of the site. Portions of Pacific Street, which borders the Project site to the east, also drains to this 18-inch pipe. The section of Pacific Street above the existing amphitheater, within the proposed Project footprint, routes flow into the existing 36-inch storm drain with a pre-existing BMP. The remaining portions of the Project site areas drain off their perspective parcels and flow into The Strand which collects flows along existing curb underside drains and discharges flow onto the beach, ultimately draining to the Pacific Ocean. Offsite runoff from the upper watershed is routed through the Project site into two storm drains, including the aforementioned existing 18-inch pipe, which routes flows from Civic Center Drive through the existing Parking Lot 28 and discharges flows onto the beach west of The Strand and north of Parking Lot 29. A second 36-inch storm drain captures additional flows from Pacific Street and portions of downtown Oceanside.

Due to a net increase in impervious surface, absent the Project's proposed stormwater conveyance and treatment improvements described under Threshold 1, the Project could result in an increase in peak runoff as compared to the existing condition. However, the Project includes a new stormwater conveyance system designed to collect surface runoff through a series of storm drain inlets and piping, which would then convey surface runoff to underground treatment facilities prior to discharging from the property. The Project would also use MWSs proprietary biofiltration treatment devices to comply with the water quality component of the MS4 Permit. Based on this set of proposed stormwater infrastructure improvements, the Project would not result in substantial rates or volumes of stormwater runoff, nor would the Project substantially alter the existing drainage pattern of the site or area. The Project would not result in the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner that would result in increased flooding risks on or off site; impacts would be **less than significant**.

Due to the stormwater infrastructure improvements discussed above, the Project would not 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 that would result in increased flooding risks on or off site; impacts would be **less than significant**.

(iii) As described under Threshold (2)(ii), stormwater runoff generally flows from east to west from Pacific Street to The Strand and ultimately to the Pacific Ocean; runoff is collected at several small inlets at the Project site that collect flows and discharge them to the existing 18-inch storm drain along the northern extents of the site; the remaining portions of the Project site areas drain off their perspective parcels and flow into The Strand which collects flows at the curb underside drains and discharges flow onto the beach, ultimately draining to the Pacific Ocean. The Project would result in an increase in peak runoff as compared to the existing conditions as a result of the increase in impervious area if the Project's stormwater control improvements were not proposed.

In compliance with the City's stormwater standards and applicable law, all runoff generated on site would be conveyed to on-site BMPs and MWSs for treatment and pollutant removal. Additionally, the Project would implement source control and site design BMPs in addition to the proposed biofiltration treatment control BMP, where feasible and applicable, in accordance with the City of Oceanside BMP Design Manual. Partial infiltration and

evapotranspiration in landscaped areas would assist in slowing peak discharges and in reducing total volume generated during storm events, while serving to comply with the volume retention requirements of the Project described in SWQMP, which is calculated as a percent of average annual runoff that must be retained on site (Appendix J).

The Project has been designed to maintain the current drainage patterns to the extent feasible. Stormwater leaving the Project site would continue to do so from the same points of discharge as in existing conditions but would do so through a new stormwater conveyance and treatment system designed to collect stormwater and discharge it off site after first mitigating peak flow rates.

Thus, the proposed development and resulting peak runoff would not have an adverse effect on the downstream watershed and existing infrastructure. The existing municipal storm drain system, coupled with the proposed improvements, has sufficient conveyance capacity to accept the proposed runoff from the site, which would be reduced by the proposed on-site drainage improvements. Although there would be an overall increase in runoff from the Project site due to Project development, with implementation of the proposed stormwater improvements, on-site runoff would mitigate peak flows. Therefore, the Project would not 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 that would create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage facilities or provide substantial additional sources of polluted runoff. Therefore impacts would be **less than significant**.

(iv) The Project site is within two flood plain zones: Zone X and Zone VE, as designated by FEMA. Project components east of The Strand, such as the JSBCC, eastern half of the Pier View Way Bridges, Amphitheater and Bandshell, and Betty's lot, are within Zone X which indicates components are within an area of moderate to low risk of flood hazard. The western half of the Pier View Way Bridges, that spans across The Strand, is within Special Flood Hazard Area (SFHA) Zone VE (EL16), which indicates it is within an area of special flood hazard with BFE of 16 feet. SFHAs are defined as areas subject to inundation by the 1-percent-annual-chance flood event which will be protected by federal flood protection systems[1] sufficiently to allow for insurance rating purposes (FEMA 2020).

As discussed under Thresholds (2)(ii) and (iii), due to an increase in impervious surfaces on site, the Project would generate additional stormwater runoff; however, that increase in runoff would be managed through implementation of the SWPPP and the SWQMP, as well as a new stormwater conveyance system designed to collect and treat surface runoff. The Project design would route the Project's overall increase in peak runoff to MWSs where it would be treated and the flow reduced before being discharged. The Project has been designed to match existing drainage patterns to the extent feasible. Water leaving the Project site would continue to do so from the same points of discharge as the existing condition; notably, west of The Strand into the Pacific Ocean. Thus, water would not be diverted away from existing drainage patterns, and the proposed Project and resulting peak runoff would not have an adverse effect on the downstream watershed and existing infrastructure.

The Project would not 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 that would impede or redirect flood flows; impacts would be **less than significant**.

[1] These systems may include dikes, dams, and levees which are not part of the proposed Project and may be pursued off site.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2. There would be no physical change to the environment under the No Project Alternative and none of the proposed facilities or changes in existing Project site features described above would be implemented. With no changes to the existing impervious or pervious surfaces there would be no alteration to the existing drainage pattern of the Project site or area. Therefore, **no impact** would occur.

In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to Project inundation?

As described above and in support of the proposed Project the SLR-VA (Appendices K-1 and K-2) was prepared to assess coastal hazards and sea level rise vulnerability. The conducted analysis included the Project site's coastal setting, a review of the latest California SLR guidance and applicable SLR scenarios, review of the U.S. Geological Survey (USGS) Coastal Storm Modeling System results, review of the Flood Insurance Rate Maps, and a Project site specific wave run-up analysis. The results indicate that the Project site would be subject to potential inundation as a result of a tsunami and also under a storm event paired with SLR.

Appendices K-1 and K-2 evaluated potential coastal impacts related to coastal flooding, currents, erosion, tsunami inundation, and groundwater change. This analysis concluded that while the lower regions of the Project site are predicted to be flooded during a 100-year event, there would be minimum changes in the flooding between the two modeled sea level rise scenarios (intermediate and intermediate-high). Site-specific runup analysis was conducted on both existing and proposed structures that indicates the Project site is susceptible to coastal flooding under both scenarios. Detailed analysis provided in Appendices K-1 and K-2 compares the 100-year Total Water Level (TWL; the combination of tides, surge, and wave runup) between the existing and the proposed under various sea level rise scenarios. Under these scenarios, the vulnerability to flood risk at the existing structure increases. However, these TWLs would not reach the proposed Pier View Way Bridges soffit under the intermediate sea level rise condition; TWLs would reach past the soffit, resulting in uplift forces by waves, under the intermediate-high sea level rise scenario. According to this analysis, under sea level rise scenarios, lower regions of the beachfront facilities (Lifeguard Headquarters, Lifeguard Support Facilities, and Community Plaza Area, Junior Seau Beach Community Center, Junior Seau Amphitheater and Bandshell, and Betty's Lot) are located below the extreme TWL, falling into the coastal hazard zone.

However, ultimately, according to analysis contained in Appendices K-1 and K-2, the Project is not expected to change existing and forecasted coastal flooding conditions at the Project site. Furthermore, the Project is not expected to impact erosion, longshore transport, tsunami inundation, or groundwater; the coastal impacts to surrounding Project areas were determined to be negligible (Appendices K-1 and K-2).

The Project site is also mapped within a tsunami inundation area according to the California Geological Survey (CGS) and CalEMA (now renamed California Office of Emergency Services – CalOES). This tsunami inundation map is intended to assist cities and counties in identifying their tsunami hazard. The inundation area represents the maximum considered tsunami runup from a number of extreme, yet realistic, tsunami sources. Tsunamis are rare events; due to a lack of known occurrences in the historical record, this designation and related mapping does not include information about the probability of any tsunami affecting any area within a specific period of time (CalEMA 2009).

Considering the exposure to flooding conditions described above, the proposed Project includes the in-kind replacement of the City's beachfront facilities that would not introduce new uses or associated types or quantities of pollutants. Reconstruction of the Pier View Way Bridges, Lifeguard Headquarters, development of the Lifeguard Operations Building, and improvements of the Community Plaza Area, would not introduce new uses (i.e., manufacturing or agricultural) that would require additional quantities or types of pollutants to be stored or used. Likewise, the interior renovations of the JSBCC and in-kind replacement of the Junior Seau Amphitheater and Bandshell would also not introduce new uses requiring additional quantities or types of pollutants. While retention of existing parking is proposed for Betty's Lot, and would be at elevations subject to potential inundation during a flood hazard, pollutants would not be stored in the underground garage and the risk of release of pollutants from any vehicles parked there would not be any greater than that of any vehicles parked along The Strand, which is not expected to be significant.

Furthermore, the City's Building Maintenance Department within the Public Works Department is responsible for the cleaning and maintenance of city-owned and operated buildings. Key aspects of their policy and procedures, specifically in the context of managing potential pollutants, includes clearly defined responsibilities within the department. The City employs full-time custodial staff, augmented by contracted janitorial/custodial services. Custodial and cleaning tasks are prioritized to address needs and issues on a regular schedule and in a timely manner, including general repairs, cleaning, maintenance, and operational support for all facilities. These services, including the necessary cleaning materials (e.g., chemicals, solvents, fuels, and lubricants) are utilized based on a managed inventory and tracking system, thereby ensuring compliance with relevant codes and regulations. The City's standard operation procedures, includes environmental compliance with proper cleaning materials/waste management, including food service environmental compliance regarding fats, oils, and grease disposal and stormwater management. These practices and procedures align with code enforcement regulations.

The City also supplements their internal janitorial/cleaning service needs with private sector contracts. These services are subject to local and state/federal regulations and requirements, including obtaining a business license and adhering to specific cleaning requirements. The City's cleaning requirements include eating areas, both indoor and outdoor, and waste containers being maintained and sanitized on a regularly scheduled basis. Additionally, water management includes preventing wash water from any operations, maintenance, or cleaning from entering storm drains and actively managing urban runoff pollution. Standard operating procedures, include spill prevention and active cleaning using contained or dry methods when spills occur, specifically avoiding hosing down areas into storm drains. For food service establishments, similar to and including the existing on-site restaurant, kitchen operations have additional requirements related to grease control, waste sorting, and employee training on environmental compliance.

The state/federal-level requirements, associated with these existing and continuing operations, include janitorial registration, which applies at the state-level for contracted services. Additional requirements include the standard North American Industry Classification System (NAICS) code for janitorial services and Proposition 65 regulations for the handling of chemicals known to cause cancer or reproductive harm. The City's Development Services Department, in concert with other relevant state agencies ensure full compliance with these requirements and regulations through comprehensive management of the location, type, utilization, and inventory of all chemicals used. See Section 4.8, Hazards and Hazardous Materials, Section 4.8.4, Impact Analysis,, Threshold (2) for additional analysis involving the potential release of hazardous materials into the environment and the corresponding regulatory and policy controls that would ensure compliance.

Considering the discussion above, the Project would likely not risk release of pollutants due to inundation, and, therefore, impacts would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2. There would be no physical change to the environment under the no Project alternative and none of the proposed facilities or changes in existing Project site features described above would be implemented. As discussed under Alternative 2, above, the Project site is subject to existing inundation scenarios. However, with no changes to the existing impervious or pervious surfaces or existing Project site facilities or uses, there would be no change in risk to release of pollutants due to inundation. Therefore, **no impact** would occur.

Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Project is located within the San Luis Rey River Watershed WQIP area. The goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies through an adaptive planning and management process that identifies the highest priority water quality conditions within the watershed and identifies implementation strategies (City of Oceanside et al. 2016). The Project would be consistent with these goals by complying with the regulations, as described below.

The SGMA has enacted sustainable groundwater management requirements. In San Diego County, there are four basins that meet the criteria for medium priority and are subject to these requirements: Borrego Valley, San Diego River Valley, San Luis Rey Valley, and San Pasqual Valley. While the site is located near the San Luis Rey River corridor, the Project does not fall within the area of the San Luis Rey Valley, which is considered a medium-priority basin that requires a Groundwater Sustainability Plan. Thus, there is no adopted sustainable groundwater management plan applicable to the Project site. The Project does not involve the use or extraction of groundwater, except the potential need for dewatering during construction (see discussion under Threshold [2] above), and with the implementation of engineering design and methods and regulatory compliance discussed above, the Project would not significantly impact runoff or stormwater that could percolate into a groundwater basin. Thus, the Project would not conflict with a sustainable groundwater management plan.

The SWQMP prepared for the Project was based on requirements set forth in RWQCB's NPDES MS4 Permit that covers the San Diego Region (Order No. R9-2013-0001). The stormwater quality design features were also prepared in accordance with the City's BMP Design Manual. As outlined in response to the thresholds above, the Project would include appropriate structural and site design BMPs to reduce water quality pollutants of concern during construction and operations, including a new stormwater conveyance system designed to collect and filter surface runoff before discharging it. Furthermore, the Project would be required to adhere to a project-specific SWPPP during construction, which would satisfy the requirements set forth by the NPDES Construction General Permit Order No. No. 2022-0057--DWQ. Overall, the Project would comply with the San Luis Rey Watershed WQIP and would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, impacts would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under

their existing conditions; see Section 3.2. There would be no physical change to the environment under the no Project alternative. Therefore, **no impact** would occur.

4.9.5 Mitigation Measures

Impacts related to hydrology and water quality as a result of Project implementation would be **less than significant**, and therefore no mitigation measures are required.

4.9.6 Level of Significance After Mitigation

No substantial impacts related to hydrology and water quality were identified; therefore, no mitigation measures are required. Impacts related to hydrology and water quality would be **less than significant**.

4.10 Land Use and Planning

This section describes the existing land use and planning conditions of the Project site and vicinity, identifies associated regulatory requirements, evaluates potential impacts, and, if applicable, identifies mitigation measures related to implementation of the proposed Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II Project (Project).

4.10.1 Existing Conditions

Existing Uses

The Project site is located within the Downtown District, Subdistrict 15 (D-15), as designated by the City's Zoning Ordinance. This subdistrict is intended to provide public facilities, public parks, open spaces, and other public oriented uses. According to the City's General Plan, the Project site is within the Downtown land use area, and Coastal Zone per the City's Local Coastal Program.

The Project site consists of four City owned facilities including, the Pier View Way Bridges (Pier Bridges) and Lifeguard Headquarters, the Junior Seau Beach Community Center (JSBCC), the Junior Seau Amphitheater and Bandshell, and Betty's Lot/Parking Lot No. 30. The Pier Bridges provide the primary entrance and exit to the Oceanside Municipal Pier. The City's Lifeguard Service is operated out of its headquarters located at the western end and base of the Pier Bridges in the space originally used as a public dining area. The Lifeguard Headquarters provides access to and from the beach and surrounding public facilities and supporting amenities. The JSBCC has played host to numerous community activities throughout its history, including meetings, social events, dances, and an early senior center. The JSBCC building features have and continue to facilitate the current suite of activities and events that take place, including basketball play and leagues, pickleball, tai chi, beach and ball sports, day camps, wheelchair sports, after school programs, and special events (weddings, birthdays, and dances). The JSBCC is also home to the City's Sports Office which serves as an information center, providing information and contacts for both youth and adult sports programs. The local little league, softball league, soccer league and football league information are provided through that office, along with permits for City athletic fields. The amphitheater currently has a 2,500-person seating capacity: 1,500 seats are in the stepped seating area, while 1,000 seats are available within the paved area in front of the bandshell and at the level of The Strand. Together, with the bandshell, the facility is known for holding concerts, graduation ceremonies, and special events.

Surrounding Areas

The areas surrounding the Project site are largely developed. Adjacent land uses include commercial properties to the east, commercial and residential properties to the north and south, and the Pacific Ocean to the south and west. The Oceanside Municipal Pier (wooden portion) is directly to the west of the Project site, connected to the Pier Bridges. Direct views of the Project site are available from adjacent commercial and residential properties as well as from the beach, The Strand, and the Oceanside Municipal Pier.

4.10.2 Regulatory Setting

State

California Planning and Zoning Law

The legal framework under which California cities and counties exercise local planning and land use functions is set forth in California Planning and Zoning Law, Government Code Sections 65000-66499.58. Under state planning law, each city and county must adopt a comprehensive, long-term general plan. State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements include the provision of seven mandatory elements described in the Government Code, including a land use element. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures.

Regional

San Diego Association of Governments

The Regional Comprehensive Plan (RCP), adopted in 2004 by the San Diego Association of Governments (SANDAG), establishes key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The RCP included eight policy areas, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, borders, and social equity.

In 2011, SANDAG approved the 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), consistent with the Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375. This RTP/SCS provided a blueprint to improve mobility, preserve open space, and create communities, all with transportation choices to reduce greenhouse gas emissions and meet specific targets set by the California Air Resources Board (CARB) as required by the 2008 Sustainable Communities Act. In 2010, CARB established targets for each region in California governed by a metropolitan planning organization. SANDAG is the metropolitan planning organization for the San Diego region.

The SANDAG target, as set by CARB, is to reduce the region's per capita emissions of greenhouse gas emissions from cars and light-duty trucks by 7% by 2020, compared with a 2005 baseline. By 2035, the target is a 13% per capita reduction. There is no target set beyond 2035. To achieve the 2020 and 2035 targets, SANDAG and other metropolitan planning organizations are required to develop an SCS as an element of its RTP. The SANDAG SCS integrates land use and transportation plans to achieve reductions in greenhouse gas emissions and meet the CARB-required targets.

On October 9, 2015, the SANDAG Board of Directors adopted San Diego Forward: The Regional Plan (2015 Regional Plan). The 2015 Regional Plan combines the RCP and the RTP/SCS. The Regional Plan updates growth forecasts and was based on the most recent planning assumptions in effect at the time of its adoption, including the City's General Plan and other factors from the cities in the region and the County. SANDAG adopted an updated The Regional Plan in 2021 (Regional Plan). The Regional Plan, and is a 30-year plan that considers growth, movement and residential development around the region. As the 2021 Regional Plan combines the RTP/SCS and the RCP, the 2021 Regional Plan complies with specific state and federal mandates, including an SCS, per SB 375, that achieves GHG emissions reduction targets set by CARB, compliance with federal civil rights requirements (Title VI),

environmental justice considerations, air quality conformity, and public participation (SANDAG 2021). CARB approved the Regional Plan in August 2022. The Draft 2025 Regional Plan is currently in progress; however, it has not yet been adopted and is not anticipated to be released for public comment and review until spring 2025. Therefore, comparative analysis of the Draft 2025 Regional Plan would be speculative and not included in this programmatic environmental impact report (PEIR).

Local

San Diego Air Pollution Control District

The State of California has 35 specific air districts, which are each responsible for ensuring that the criteria pollutants are below the NAAQS and CAAQS. Air basins that exceed either the NAAQS or the CAAQS for any criteria pollutants are designated as "nonattainment areas" for that pollutant. Currently, there are 15 nonattainment areas for the federal ozone (O_3) standard and two nonattainment areas for the $PM_{2.5}$ standard; many areas are in nonattainment for PM_{10} as well. Therefore, California created the California SIP, which is designed to provide control measures needed to attain ambient air quality standards.

SDAPCD is the government agency which regulates sources of air pollution within the County and all cities within it. Therefore, SDAPCD developed a Regional Air Quality Strategy (RAQS) to provide control measures to try to achieve attainment status for state O_3 standards, with control measures focused on VOCs and NO_x. Currently, the County of San Diego is in "nonattainment" status for federal and state O_3, and state PM_{10} and $PM_{2.5}$. An attainment plan is available for O_3. The RAQS was adopted in 1992 and has been updated in 2016, which was the latest update incorporating minor changes to the prior 2009 update.

The 2016 update mostly summarizes how the 2009 update has lowered NO_x and VOC emissions, which reduces ozone and clarifies and enhances emission reductions by introducing for discussion three new VOC and four new NO_x reduction measures. NO_x and VOC are precursors to the formation of O_3 in the atmosphere. The criteria pollutant standards are generally attained when each monitor within the region has had no exceedances during the previous 3 calendar years.

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

In December 2005, SDAPCD prepared a report titled Measures to Reduce Particulate Matter in San Diego County to address implementation of Senate Bill 656 in San Diego County, which required additional controls to reduce ambient concentrations of PM_{10} and $PM_{2.5}$ (SDAPCD 2005). In the report, SDAPCD evaluated the implementation of source-control measures that would reduce particulate matter emissions associated with residential wood combustion; various construction activities including earthmoving, demolition, and grading; bulk material storage and handling; carryout and track out removal and cleanup methods; inactive disturbed land; disturbed open areas; unpaved parking lots/staging areas; unpaved roads; and windblown dust.

City of Oceanside General Plan

The State of California requires each city to have a general plan to guide its future growth, and mandates that the plan be updated periodically to ensure relevance and utility. The City of Oceanside General Plan is the primary

source of long-range planning and policy direction that is used to guide development within the City and serves as a policy guide for determining the appropriate physical development and character of the City. The General Plan is founded on the community's vision for the City and expresses the community's long-range planning goals. The General Plan contains 10 elements: Land Use (adopted 1986), Circulation (adopted 2012), Recreational Trails (adopted 1996), Housing (adopted 2013), Environmental Resource Management (adopted 1975), Public Safety (adopted 1975), Noise (adopted 1974), Community Facilities (adopted 1990), Hazardous Waste Management (adopted 1990), and Military Reservation (adopted 1981). Each of the General Plan elements contains goals for the future of the City. In addition, the Land Use and Zoning Map Viewer depicts the planned land uses and zoning within the City, and the land use designations are described through policies within the General Plan (City of Oceanside 2002).

Land Use Element

The Land Use Elements and Land Use Map identify the type of land uses that have been planned for within the City. The purpose of the Land Use Element is to describe present and planned land use activity that has been designed to achieve the community's long-range objectives for the future. The Land Use Element and Map identify the proposed general distribution, location, and extent of land uses such as industrial, commercial, residential, institutional, agricultural, open space, and community facilities. The element contains goals, objectives, policies, and implementation programs, along with maps and diagrams that outline future land uses within the City. The element also provides direction related to how future development would occur, such as the intensity/density and character of new development.

Circulation Element

The purpose of the Circulation Element is to ensure that the Oceanside Master Transportation Plan and its implementation policies and programs would safely and efficiently accommodate the growth envisioned in the Land Use Element. The Oceanside Master Transportation Plan has been incorporated as a subsection to the Circulation Element and serves as the main policy tool, designating future road improvements, extensions, and special intersection design treatments.

Recreational Trails Element

The Recreational Trails Element provides provisions for, and maintenance of, pedestrian, bicycle, and equestrian trail systems throughout the City. The purpose of the Recreational Trails Element is to provide goals and objectives that would improve the operation and design of the City of Oceanside's trail system for bicycles, pedestrians, and equestrians.

Housing Element

The Housing Element is intended to identify and analyze the City's housing needs; establish reasonable goals, objectives, and policies based on those needs; and set forth a comprehensive 8-year program of actions to achieve the identified goals and objectives, including meeting the City's Regional Housing Needs Assessment.

Environmental Resource Management Element

The Environmental Resource Management Element is a program designed to conserve natural resources and preserve open space. This element contains goals, objectives, and implementation strategies related to water, soil,

erosion, and drainage; coastal preservation; minerals; vegetation and wildlife habitats; air quality; agricultural resources; cultural sites; and recreation and scenic areas.

Public Safety Element

The purpose of the Public Safety Element is to serve as a safety guide in the planning process to reduce loss of life, injury, property damage, and economic and soils dislocation resulting from fire hazards, flooding hazards, and seismic and geologic hazards and to promote civil disaster preparedness.

Noise Element

The Noise Element is composed of three sections: Introduction, Long-Range Policy Direction, and Noise Plan. In the Long-Range Policy Direction section, goals, objectives and policies are identified to address noise-related issues in the community. The goals and objectives are overall statements of the City's desires and comprise broad statements of purpose and direction. The policies serve as guides for reducing or avoiding adverse noise effects on residents. Policies and plans in the Noise Element are designed to protect existing and planned land uses identified in the Land Use Element from excessive noise.

Community Facilities Element

The purpose of the Community Facilities Element is to provide overall direction for the provision of adequate public facilities necessary to serve the existing and future developed areas of the City in a coordinated and cost-effective manner. The element provides a comprehensive and current inventory of the City's community facilities; a summary of the conditions, capacities, and status of all public facilities serving the city; a system of objectives, policies, and standards to be used by the City for programming its primary public facilities; and a comprehensive improvement plan and program for community facilities through the year 2010 to serve projected land use development in the City.

Hazardous Waste Management Element

The Hazardous Waste Management Element provides health and safety measures that are necessary to protect citizens from the siting of hazardous waste facilities as required by California Health and Safety Code, Section 25199 et seq., in coordination with the San Diego County Hazardous Waste Management Plan, and to reduce the need for such facilities through the minimization of hazardous materials and wastes.

Military Reservation Element

The purpose of the Military Reservation Element is to acknowledge the direct physical, social, and economic linkages between the City and U.S. Marine Corps Base Camp Pendleton and to propose policies that would strengthen the bond between the community and the base.

Economic Development Element

The City has prepared an Economic Development Element to establish, refine, and consolidate goals and policies that will inform future actions affecting the City's fiscal resources and the local economy. Addressing both municipal operations and the economic dynamics of the community at large, the Economic Development Element will provide direction to all City disciplines whose functions impact the City's financial resources and influence the economic circumstances and choices of the City's residents, property owners, business owners, workers, and visitors. These City disciplines include the Economic Development Division, the Development Services Department, the Public Works Department, the Property Management Division, the Housing Division, the Parks and Recreation Division,

the Water Utilities Department, and the City's public safety apparatus. The Economic Development Element will guide these disciplines in fulfilling their respective missions in a manner supportive of the City's long-term fiscal and economic health (City of Oceanside 2019a).

Energy Climate Action Element

The Energy and Climate Action Element (ECAE) addresses energy consumption and other activities within the City that may contribute to adverse environmental impacts, with particular emphasis on those activities associated with human-induced climate change (City of Oceanside 2019b).

General Plan Update

On May 8, 2019, the City Council adopted Phase I of the General Plan Update, which consisted of new General Plan elements including the Economic Development Element (April 2019) and the Energy Climate Action Element (May 2019), as well as the Climate Action Plan (CAP). Phase II of the General Plan Update, which is currently underway, will include updating the City's existing Land Use, Circulation, Housing, Conservation and Open Space, Community Facilities, Safety, and Noise elements. The Oceanside General Plan Update establishes the City's overall approach to growth and change within its boundaries to the year 2050, containing both a statement of the community's vision of its long-term development as well as the goals, policies, and actions to support that vision and guide the physical growth of the City. The General Plan Update, which is currently being developed, contains policies to inform decision-making related to development, housing, transportation, environmental quality, natural and human induced hazards, community facilities and services, parks, and open spaces. Phase II of the General Plan Update is proposed to include the following elements: Remarkable Community (RC), Efficient and Compatible Land Use (ECLU), Integrated Mobility (IM), Vital and Sustainable Resources (VSR), Safe and Resilient Environment (SRE), and Healthy and Livable Community (HLC).

As part of the Phase I General Plan Update, the Draft of Oceanside's 2021-2029 Housing Element was submitted for review by the California Department of Housing and Community Development (HCD) in April 2021 and subsequently adopted by the City Council on June 16, 2021. The Draft Revised Housing Element (2021–2029) was approved by HCD on August 18, 2023, and re-adopted by the City Council on September 13, 2023. Certification of the Housing Element occurred on November 14, 2023.

City of Oceanside Climate Action Plan

The City's Climate Action Plan (CAP) (City of Oceanside 2019c) seeks to align with state efforts to reduce greenhouse gas (GHG) emissions while balancing a variety of community interests: quality of life, economic development, and social equity. The CAP outlines the measures the City will take to make progress towards meeting the State of California's 2050 GHG reduction goal. Achieving the state's 2050 GHG reduction target will require local jurisdictions to complement state measures such as low-carbon fuel standards, vehicle fuel-efficiency standards, and the Cap-and-Trade Program. Reducing the City's carbon footprint requires both local government action as well as a commitment from residents, business owners, and others in the community to reduce their reliance on fossil fuels; pursue clean and renewable energy sources; reduce, reuse, recycle, and compost solid waste; conserve water and carefully manage the City's land resources.

Given that the vast majority of the City's GHG emissions are generated by the private sector, the bulk of the GHG reduction measures outlined in the City's CAP address emissions associated with residential, commercial, industrial, and agricultural uses. Other reduction measures address emissions from the public sector.

Oceanside Subarea Plan of the North County Multiple Habitat Conservation Plan

The North County Multiple Habitat Conservation Plan (MHCP) is a comprehensive conservation planning process that addresses the needs of multiple plant and animal species in northwestern San Diego County (SANDAG 2003). The MHCP encompasses the cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. Its goal is to conserve approximately 19,000 acres of habitat, of which roughly 8,800 acres (46%) are already in public ownership and contribute toward the habitat preserve system for the protection of more than 80 rare, threatened, or endangered species.

The Oceanside Subarea Plan (City of Oceanside 2010) of the MHCP addresses how the City would conserve natural biotic communities and sensitive plant and wildlife species pursuant to the California Natural Community Conservation Planning Act of 1991 and the state and federal Endangered Species Acts. The City's Subarea Plan was never adopted by City Council and has traditionally been used as a guidance document concerning habitat conservation as it relates to development applications.

City of Oceanside Zoning Ordinance

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

Oceanside Municipal Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority serves as the Airport Land Use Commission (ALUC) for the County and develops and adopts airport land use compatibility plans (ALUCPs) for each public use and military airport within its jurisdiction. The ALUCP, as amended in December 2010, provides policies to ensure compatibility with airport and surrounding uses. These policies span various topics including noise, overflight zones, development standards, and safety within an established Airport Influence Area for each airport over a 20-year horizon (ALUC 2010).

San Luis Rey Watershed Water Quality Improvement Plan

The Project site is located within the San Luis Rey Watershed Water Quality Improvement Plan (WQIP) area. Agencies involved in the development of the WQIP include the Cities of Oceanside and Vista, the County of San Diego, and the California Department of Transportation. The WQIP is a requirement of updated stormwater regulations adopted by the Regional Water Quality Control Board (RWQCB) in accordance with Order No. R9-2013-0001, as amended by Order Nos. R9 2015-0001 and R9-2015-0100. The goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality would be accomplished through an adaptive planning and management process that identifies the highest priority water quality conditions within the watershed and implements strategies to address them.

The WQIP was originally submitted to the RWQCB on June 26, 2015, as required by the Municipal Permit. The WQIP was subsequently revised and resubmitted in order to incorporate comments received from the public and the RWQCB. Following further comments, the RWQCB issued an acceptance letter for the San Luis Rey WQIP on February 12, 2016. In January 2022, an addendum to the WQIP for the San Luis Rey watershed was released (Project Clean Water 2022).

The San Luis Rey Watershed Management Area jurisdictions developed an update of the WQIP. The WQIP update focuses on revisions to the process to evaluate the WMA's WQIP Priority Water Quality Conditions, results from the revised prioritization process, and an update to the Reasonable Assurance Demonstration to support the attainment of wet weather goals for the watershed related to bacteria. The update was submitted to the San Diego Regional Water Quality Control Board with the WQIP 2020-2021 Annual Report. The WQIP update was subsequently revised and resubmitted on September 20, 2022, and with the WQIP 2021-2022 Annual Report to incorporate comments from the Regional Board regarding the Reasonable Assurance Demonstration. The Regional Board issued an acceptance letter for the revised San Luis Rey WQIP update on January 11, 2023.

4.10.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to land use are based on Appendix G of the CEQA Guidelines. For the purposes of this Project, a significant impact related to land use would occur if the Project would:

1. Physically divide an established community.
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

4.10.4 Impacts Analysis

Would the Project physically divide an established community?

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

The physical division of an established community typically refers to the construction of a linear feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local road that would impact mobility within an existing community or between a community and outlying area. The Project does not include the construction of a highway or railroad tracks, or the removal of a means of access that would impact mobility within an existing community or between communities.

The Project site, which consists of four City owned public facilities, is surrounded by a mixture of downtown land uses and adjacent residential development as well as public open space. Adjacent land uses include commercial properties to the east, commercial and residential properties to the north and south, and the Pacific Ocean to the south and west; the Oceanside Municipal Pier (wooden portion) is directly to the west of the Project site. With the exception of Betty's Lot, which is a programmatic component of the Project discussed separately below, no changes to existing uses are proposed.

The Project proposes to modify the Pier Bridges, Lifeguard Headquarters, JSBCC, and Junior Seau Amphitheater and Bandshell; redevelopment of these facilities would occur at each of their corresponding existing locations. While modifications to these facilities massing and footprint is possible, these modifications would not involve any elements that result in the physical division of an established community. These modifications would continue to allow for pedestrian access from the North Pacific Street to the Oceanside Municipal Pier, The Strand, and the beach. Therefore, the Project would not result in the removal of a means of access that would impact mobility within an existing community or between communities; **no impact** would occur.

Alternative 2: Betty's Lot

Proposed development of Betty's Lot (Figure 3-22 in Chapter 3, Project Description) has been only studied as a long range and future improvements possibility. Therefore, a programmatic level assessment of these improvement's potential to physically divide an established community is provided. Consideration of Betty's Lot as a site for improvements would require future conceptual design. Such programmatic design may include community recreation classrooms, Strand-level parking spaces, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. These components are described in Section 3.4.2 to memorialize a potential suite of future design phase concepts and to inform this program-level environmental assessment (Figures 3-23 through 3-25). These components do not involve any elements that would result in the physical division of an established community. These improvements would continue to allow for pedestrian access from North Pacific Street to The Strand and the beach and would provide for expansion of public facilities and resources. Therefore, development of Betty's Lot would not result in the removal of a means of access that would impact mobility within an existing community or between communities and there would be **no impact**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2, Existing Facilities. There would be no physical change that would result in the physical division of a community. Therefore, **no impact** would occur.

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

The Project is subject to several local and regional plans intended to avoid or mitigate environmental effects. Such plans, policies and regulations that pertain to the proposed Project are contained within the elements of the City's General Plan, the City's Zoning Ordinance, the Subarea Plan of the North County MHCP, the ALUCP, the San Luis Rey Watershed WQIP, and the SDAPCD. The analysis herein outlines Project consistency with these plans.

City of Oceanside General Plan

The General Plan is the primary source of long-range planning and policy direction that is used to guide development within the City and serves as a policy guide for determining the appropriate physical development and character of Oceanside. New development within the City, including the Project, is subject to the goals and policies outlined in the City's General Plan Elements.

The Project would continue the existing public facility, open space, and public oriented uses consistent with the City's General Plan Downtown land use designation. The Project's consistency, across Alternatives 1 and 2, with the City's General Plan Elements' goals, policies, and objectives is summarized below in Table 4.10-1.[1] As outlined in Table 4.10-1, the Project would be consistent with the City's General Plan and would not cause a significant environmental impact due to a conflict with the General Plan's goals, policies, and objectives adopted for the purpose of avoiding or mitigating environmental effects. Under Alternative 3, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2. These

[1] Given its length, Table 4.10-1 can be found at the end of this section.

facilities would continue to be used as is and again under existing conditions. There would be no physical change to the environment under the No Project Alternative. Therefore, under this alternative, there is not potential for conflict with the City's General Plan.

City of Oceanside Zoning Ordinance

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

The City's Zoning Ordinance designates the Project site D-15 – Downtown District, Subdistrict 15, corresponding with the General Plan designation of Downtown (D). The proposed Project would be consistent with the City's D-15 zoning designation for the Project site, subject to obtaining entitlements from the City. The proposed Project would align with the specific purpose of the D-15 zoning designation, which per Article 12, Section 1210 of the City's Zoning Ordinance is intended to provide public facilities, public parks, open spaces, and other public oriented uses. As discussed above, with the exception of Betty's Lot, which is a programmatic component of the proposed Project discussed separately below, no changes to existing uses are proposed. The Project would continue with the existing public facility, open space, and public oriented uses allowed under Article 12, Section 1220, of the City's Zoning Ordinance.

The Project would also be consistent with development regulations applicable to the D-15 zoning designation, outlined in Article 12, Sections 1230 – 1232 of the City's Zoning Ordinance. The Project's design would be reviewed by the City prior to approval to ensure it is compliant with City's development regulations under Article 12 of the City's Zoning Ordinance, related to: building height, setbacks, landscaping, floor area ratios, and open space requirements. The proposed Project would also be compliant with Proposition A, which limits the height of new construction and is codified in Article 12 of the City's Zoning Ordinance. This proposition limits the height of new construction along The Strand from Wisconsin to Mira Mar to the present elevation of that portion of North Pacific Street. The present elevation of Pacific Street adjacent to the Project site is approximately 30 feet. None of the proposed Project components would exceed this height limit. Therefore, impacts are determined to be **less than significant**.

Alternative 2: Betty's Lot

As described above, proposed development of Betty's Lot has only been analyzed in the context of a long range and future improvement possibility. Therefore, a programmatic level assessment of these improvement's potential to conflict with the City's Zoning Ordinance is provided. Improvements for Betty's Lot may include the following components: community recreation classrooms, Strand-level parking spaces, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. Similar to the continued uses under the proposed Project's (Pier Bridges, Lifeguard Headquarters, JSBCC, and Junior Seau Amphitheater and Bandshell), these components would not introduce any new uses inconsistent with Article 12 of the City's Zoning Ordinance. The proposed Betty's Lot components would involve uses that align with public facilities and open space uses allowed in the D-15 Zoning District. Furthermore, prior to approval, design of Betty's Lot improvements would be subject to Project level analysis and approval, and then reviewed by the City to ensure they are compliant with the City's development regulations pursuant Article 12 of the City's Zoning Ordinance. Betty's Lot improvements would also be compliant with height restrictions provided in Proposition A. Therefore, impacts are determined to be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2. There would be no physical change that would result in conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, **no impact** would occur.

Oceanside Subarea Plan of the North County

The draft Oceanside Subarea Plan (City of Oceanside 2010) of the MHCP addresses how the City would conserve natural biotic communities and sensitive plant and wildlife species pursuant to the California Natural Community Conservation Planning Act of 1991 and the state and federal Endangered Species Acts.

In addition, the Project site is located in an area that the SAP contemplates for development and is not in an area designated for conservation. The Project site is located outside of SAP mapped vegetation communities, pre-approved mitigation areas, softline or hardline preserves, conservation areas, wildlife corridors, and restoration areas.

As outlined in Section 4.3, Biological Resources, the Project (Alternatives 1, 2, and 3) would be consistent with the biological resource avoidance and mitigation requirements set forth by this plan and would not result in a conflict with the Oceanside Subarea Plan.

Oceanside Municipal Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority develops and adopts ALUCPs for each public use and military airport within its jurisdiction. The Oceanside Municipal ALUCP, as amended in December 2010, provides policies to ensure compatibility with the airport and surrounding land uses. These policies span various topics including noise, overflight zones, and safety. The ALUCP is based upon the Federal Aviation Administration (FAA) approved Airport Layout Plan. The Project site is located within Review Area 2 of the ALUCP Airport Influence Area. Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or notification overflight areas. As outlined in Section 4.8, Hazards and Hazardous Materials, of this PEIR, within Review Area 2, the following land use actions require ALUC review:

1. Any object which has received a final notice of determination from the Federal Aviation Administration that the project will constitute a hazard or obstruction to air navigation, to the extent applicable.
2. Any proposed object in a High Terrain Zone or in an area of terrain penetration to airspace surfaces which has a height greater than 35 feet above ground level.
3. Any project having the potential to create electrical or visual hazards to aircraft in flight, including: electrical interference with radio communications or navigational signals; lighting which could be mistaken for airport lighting; glare or bright lights (including laser lights) in the eyes of pilots or aircraft using the Airport; certain colors of neon lights—especially red and white—that can interfere with night vision goggles; and impaired visibility near the Airport. The local agency should coordinate with the airport operator in making this determination.

4. Any project having the potential to cause an increase in the attraction of birds or other wildlife that can be hazardous to aircraft operations in the vicinity of the Airport. The local agency should coordinate with the airport operator in making this decision.

As outlined in Section 4.8 of this PEIR, land use actions (i), (ii), (iii), and (iv) would not apply to the Project (Alternatives 1, 2, and 3). The proposed Project would not introduce any new overhead utilities, nor introduce any new sources of light and glare that would differ substantially from existing surrounding light sources that would affect day or nighttime views (refer to Section 4.1, Aesthetics, for detailed information on Project lighting and glare). Limits on the heights of structures, particularly in areas of high terrain, are the only restriction on land uses within Review Area 2. The Project site is not located within a designated High Terrain Zone area, per Exhibit III-4 of the Oceanside Municipal Airport Land Use Compatibility Plan (ALUC 2010).

The Project would be constructed in compliance with requirements of the ALUC for the Oceanside Municipal Airport. Because the Project site is not within close proximity to the airport, noise associated with planes would not result in excessive noise for Project residents. Nonetheless, the Project applicant would be responsible for the recordation of overflight notification documents per Review Area 2 requirements, and completion of requirements under the *High Terrain Zone* designation. Therefore, impacts are determined to be **less than significant** (Alternatives 1, 2, and 3).

San Luis Rey Watershed Water Quality Improvement Plan

The Project site is located within the San Luis Rey Watershed WQIP area. The ultimate goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality would be accomplished through an adaptive planning and management process that identifies the highest priority water quality conditions within the watershed and implements strategies to address them. The WQIP allows the City (and other watershed stakeholders) to prioritize and address pollutants through an appropriate suite of BMPs in each watershed.

A Storm Water Quality Management Plan was prepared for the Project based on requirements set forth in the Regional Water Quality Control Board's National Pollutant Discharge Elimination System MS4 Permit that covers the San Diego Region (Order No. R9-2013-0001). The storm water design was prepared in accordance with the City's Best Management Plan (BMP) Design Manual. Please refer to Section 4.9, Hydrology and Water Quality, of this PEIR for a detailed analysis and additional information. Under all alternatives, the Project would comply with all local and regional water quality programs and policies that are intended to reduce water pollutants and control runoff to avoid impacts to downstream waters. Therefore, the Project would not conflict with the San Luis Rey WQIP or any of its policies or regulations adopted for the purpose of avoiding or mitigating environmental effects; there would be **no impact** (Alternatives 1, 2, and 3).

San Diego Air Pollution Control District

SDAPCD and SANDAG are responsible for developing and implementing the clean air plans for attainment and maintenance of the ambient air quality standards in the basin—specifically, the SIP and RAQS. The federal ozone maintenance plan, which is part of the SIP, was adopted in 2016. The SIP includes a demonstration that current strategies and tactics will maintain acceptable air quality in the SDAB based on the NAAQS. The RAQS was initially adopted in 1991 and is updated every 3 years (most recently in 2020). The RAQS outlines SDAPCD's plans, and control measures designed to attain the state air quality standards for ozone. The SIP and RAQS rely on information from CARB and SANDAG, including mobile and area source emissions as well as information regarding projected

growth in the County as a whole and the cities in the County, to Project future emissions and determine the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by the County and the cities in the County as part of the development of their general plans.

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

As outlined in Section 4.2, of this PEIR, the existing land use designation and zoning allows for existing public facilities uses at the Project site and as proposed by the Project, and thus the regional air quality projections account for and anticipate the type of development proposed by the Project under Alternatives 1, 2, and 3. Therefore, the Project (Alternatives 1, 2, and 3) would not cause a significant environmental impact due to a conflict with the SIP, RAQS, or any other SDAPCD plan, policy, or regulation adopted for the purpose of avoiding or mitigating environmental effects.

In summary, the Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be **less than significant** (Alternatives 1, 2, and 3)**.**

4.10.5 Mitigation Measures

Based on the analysis presented the proposed Project would result in **less than significant** or **no impacts** to land use, and no mitigation measures are required.

4.10.6 Level of Significance After Mitigation

Analysis results show less than significant or no impacts to land use, therefore no mitigation measures are required. Impacts related to land use would be **less than significant**.

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Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/Non-conformance
City of Oceanside General Plan			
Land Use Element			
Community Values Objective 1.1	To ensure the enhancement of long-term community and neighborhood values through effective land use planning.	As described in Section 3.2.7 of Chapter 3, Project Description, the need to enhance the beachfront area that encompasses the full suite of beachfront facilities has been and continues to be an ongoing priority of the City, including the need to engage and inform City commissions and committees, stakeholders and the public throughout the assessment process. A summary listing of the Project outreach and engagement efforts/events is provided in Section 3.2.7; over 25 efforts/events have been conducted. The Project would be consistent with the City land use designations and zoning ordinance. The Project site is located within D-15 – Downtown District, Subdistrict 15, corresponding with the General Plan designation of Downtown. This subdistrict is intended to provide public facilities, public parks, open spaces, and other public oriented uses. The Project site, which consists of four City owned public facilities, is surrounded by a mixture of downtown land uses and development as well as public open space. Adjacent land uses include commercial properties to the east, commercial and residential properties to the north and south, and the Pacific Ocean to the south and west; the Oceanside Municipal Pier (wooden portion) is directly to the west of the Project site. The Project would continue existing public facility, open space, and public oriented uses allowed under Article 12, Section 1220, of the City's Zoning Ordinance. The Project would also be consistent with development regulations applicable to the Project site and underlying D- 15 zoning designation, outlined in Article 12, Sections 1230 – 1232 of the City's Zoning Ordinance.	The Project would be in conformance with this objective.
Policy 1.1A	Land uses shall be attractively planned and benefit the community.	As discussed under Community Values Objective 1.1, over 25 public engagement efforts/events have been conducted to plan and design the Project. These efforts, combined with compliance with the City's development guidelines, would ensure the Project is attractively planned and designed to benefit the community.	The Project would be in conformance with this policy.
Policy 1.1B	Land uses shall not significantly distract from nor negatively impact surrounding conforming land uses.	See response to Community Values Objective 1.1.	The Project would be in conformance with this policy.
Policy 1.1C	The City shall analyze the long-term effects of all proposed development to assure both the present and future social, economic, and physical enhancement of the community.	As discussed under Community Values Objective 1.1, the need to enhance the beachfront area that encompasses the full suite of beachfront facilities has been and continues to be an ongoing priority of the City. The Project would continue existing public facility, open space, and public oriented uses, consistent with the City's long-term plans for the area as well as the zoning for the site and existing surrounding land uses. The Project objectives, which are provided in Section 3.3.2 of Chapter 3, Project Description, support the City's Mission and Vision Statements which strive to improve the quality of life and promote a safe and culturally diverse community for its citizens. The Mission and Visions Statements and Project objectives also aim to promote economic development, support quality education, foster the cultural arts, and preserve the City's natural resources.	The Project would be in conformance with this policy.
1.11 Balanced Land Use Objective	To develop and use lands for the long-term provision of a balanced, self-sufficient, and efficient community.	See response to Policy 1.1C	The Project would be in conformance with this objective.
Policy 1.11A	The City shall establish and enforce a balanced distribution of land uses to organize the City in a hierarchy of activity centers and land use so as to foster a sense of neighborhood, community, and regional identity.	See responses to Community Values Objective 1.1 and Policy 1.1C	The Project would be in conformance with this policy.
Policy 1.11B	The City shall analyze proposed land uses for assurance that the land use will contribute to the proper balance of land uses within the community or provide a significant benefit to the community.	See responses to Community Values Objective 1.1 and Policy 1.1C	The Project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/Non-conformance
Policy 1.11C	The City shall continuously monitor the impact and intensity of land use and land use distribution to ensure that the City's circulation system is not overburdened beyond design capacity.	See response to Policy 1.1C. In addition, as demonstrated in Section 4.14, Traffic and Circulation, the proposed Project would not result in any unmitigated impacts or overburden the circulation system. Under the proposed Project, access to the vehicular access to The Strand would continue to be restricted at its current level; pedestrian access would improve due to proposed new ramps and ADA improvements. Potential improvements to Betty's Lot would provide stairs and accessible site ramp to provide access from street-level to/from a mid-level park. A new parking structure is also considered at Strand-level that would be accessible from North Pacific Street.	The Project would be in conformance with this policy.
1.12 Land Use Compatibility Objective	To minimize conflicts with adjacent or related land use.	See responses to Community Values Objective 1.1 and Policy 1.1C.	The Project would be in conformance with this objective.
Policy 1.12A	Adequate setbacks, buffering, and/or innovative site design shall be required for land uses that are contiguous to and incompatible with existing land uses.	See response to Community Values Objective 1.1.	The Project would be in conformance with this Policy.
Policy 1.12B	The use of land shall not create negative visual impacts to surrounding land uses.	The Project consists of improvements to the following City owned facilities; the Pier View Way Bridges, Lifeguard Headquarters, Junior Seau Beach Community Center, Junior Seau Amphitheater and Bandshell, and future development of Betty's Lot. These improvements, and their potential to impact public views of adjacent scenic resources (i.e., the Pacific Ocean and Oceanside Pier), are discussed specifically in Section 4.1, Aesthetics, of the PEIR. Analysis within that chapter concluded that Project improvements would not block existing views or public vantage points of visual resources.	The Project would be in conformance with this Policy.
Policy 1.12C	The use of land shall not subject people to potential sources of objectionable noise, light, odors, and other emissions nor to exposure of toxic, radioactive, or other dangerous materials.	The Project would be constructed in compliance with all local, state, and federal regulations. As outlined in Sections 4.1, 4.2, and 4.8 of this PEIR, implementation of the Project would not subject people to objectionable noise, light, odor, or release of or exposure to hazardous materials. All outdoor lighting would meet Chapter 39 of the City Municipal Code (light pollution ordinance) and would be shielded appropriately.	The Project would be in conformance with this Policy.
1.121 Land Use Compatibility with Adjacent Jurisdictions or Responsible Agencies Objective	To assure appropriate land use compatibility is maintained between Oceanside and adjacent jurisdictions or responsible agencies.	See response to Community Values Objective 1.1. The Project is consistent with the designated General Plan land use and zoning for the site. Given the Project's location, which is not adjacent to other jurisdictions, the Project would not impact any adjacent jurisdictions. As described in the Project Description, the Project falls within the jurisdiction the California Coastal Commission (CCC); one consolidated Coastal Development Permit issued by the Coastal Commission will be prepared encompassing the entire Project site. Through this process, the Project would be reviewed and coordinated by the CCC to ensure their goals and objectives are met for the Project area. The coastal development permitting and coordination with California Coastal Commission has been extensive with numerous key points discussed. During the feasibility study phase of the Project, several meetings were held between the Project team and staff from CCC to understand the key coordination points for the Project. This culminated in a letter from the CCC on April 21, 2023, which states staff is "generally supportive of the Project and do not have significant comments on the bridge replacement portion of the Project, acknowledge the lifeguard station is necessary to protect public safety, and can support the new development proposed on the eastern side of The Strand."	The Project would be in conformance with this objective.
Policy 1.121A	Oceanside shall formally notice adjacent jurisdictions of proposed land uses or developments that may affect an adjacent jurisdiction.	The Project is consistent with the designated General Plan land use and zoning for the site. The Project would not have an adverse effect on any adjacent jurisdictions. Nonetheless, through the CEQA and City Project approval process, adjacent jurisdictions receive notice regarding the Project. Please see response to Objective 1.121 above.	The Project would be in conformance with this Policy.
Policy 1.121B	Oceanside shall formally notice responsible agencies of proposed land uses or developments that may affect an agency's program or responsibilities.	Through the Notice of Preparation (NOP) for the Project, the City has formally noticed responsible agencies of the proposed development, including but not limited to the CCC, California Department of Fish and Wildlife (CDFW), California Department of Transportation (Caltrans), Regional Water Quality Control Board, and California Native American Heritage Commission (NAHC). In addition, Oceanside has provided formal solicitation for comments	The Project would be in conformance with this Policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/Non-conformance
		from these agencies during the NOP, and the public review process as defined by CEQA Guidelines Section 15103.	
Policy 1.121C	To provide for proper land development or land use compatibility the City shall, wherever possible, take appropriate action on proposed land uses or development to address the concerns of adjacent jurisdictions or responsible agencies.	Please see response to Objective 1.121 above.	The Project would be in conformance with this Policy.
1.14 Noise Control Objective	To improve the quality of Oceanside's environment by minimizing the negative effects of excessive noise.	Construction and operation of the Project would be subject to City noise ordinances. As discussed in Section 4.11, Noise, of this PEIR with the prescribed mitigation measures, the Project would not generate noise levels in exceedance of the analyzed noise thresholds.	The Project would be in conformance with this objective.
Policy 1.14A	Noise emissions shall not reach levels that pose a danger to the public health.	Please see response to Objective 1.14 above. As identified in Section 4.11, Noise, all noise impacts would be less than significant with mitigation, and the Project would not create noise emissions that would pose a danger to public health.	The Project would be in conformance with this Policy.
Policy 1.14B	Noise emissions shall be controlled at the source where possible.	Please see response to Objective 1.14 above. As identified in Section 4.11, Noise, all noise impacts would be less than significant with mitigation and there was no need to require controls to limit noise emissions.	The Project would be in conformance with this Policy.
Policy 1.14C	Noise emissions shall be intercepted by barriers or dissipated by space where the source cannot be controlled.	Please see response to Objective 1.14 above. As identified in Section 4.11, Noise, the use of a temporary barrier or structural shielding during construction was assumed in the modeling. The modeling accounted for distance to noise sensitive receivers, and all impacts were determined to be less than significant with mitigation.	The Project would be in conformance with this Policy.
Policy 1.14D	Noise emissions shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.	Please see response to Objective 1.14 above. Construction related noise emissions would be address through the prescribed mitigation measures and would therefore not require additional soundproofing.	The Project would be in conformance with this Policy.
Policy 1.14E	Acceptable noise levels shall be demonstrated by the applicant in the review and approval of any projects or public or private activities that require a permit or other approval from the City.	Please see response to Objective 1.14 above.	The Project would be in conformance with this Policy.
1.15 Public Safety Objective	To ensure an acceptable level of public safety for the prevention and reduction of loss of life and personal property to the citizens and visitors of Oceanside.	An objective of the proposed Project is to maintain and enhance public safety services. Specifically, the proposed Project includes a reconfigured Lifeguard Headquarters which was developed to retain and optimize four critical public safety functions: 1. Supervisory Lifeguard Workstations; 2. Central Lifeguard Preparation Area; 3. Public Interface and First Aid Areas; and 4. Beach Rescue Equipment.	The Project would be in conformance with this objective.
Policy 1.152A	The City shall consider seismic and geologic hazards when making land use decisions, particularly in regard to risk sensitive land uses as defined in the Public Safety Element.	Seismic and geologic hazards specific to the proposed Project are assessed in this PEIR. As identified in Section 4.6, Geology and Soils, all seismic and geologic impacts would be less than significant.	The Project would be in conformance with this Policy.
Policy 1.152D	The City shall require expanded soils and geologic testing and necessary engineering precautions when deemed necessary to reduce risks of acceptable levels. Wave action, erosion, and geotechnical reports shall be required as determined necessary.	Please see response to Policy 1.152A above.	The Project would be in conformance with this Policy.
Policy 1.153B	Places of public assembly shall be designed with adequate, well-marked emergency exits, and have public address systems which would not be rendered inoperable because of fire.	The proposed Project includes upgrades to the Junior Seau Beach Community Center, which is a place of public assembly, to improve fire and life safety systems such as fire alarm and smoke detectors. The proposed Project would be reviewed by the Oceanside Fire Department to ensure it is designed with adequate emergency exits and evacuation space.	The Project would be in conformance with this Policy.
1.2 Site Design Objective	To provide high-quality site design, all proposed land development projects shall take advantage of natural or manmade environments to maximize energy conservation, natural air circulation, public safety, visual aesthetics, private and common open spaces, privacy, and land use compatibility.	As discussed under Community Values Objective 1.1, over 25 public engagement efforts/events have been conducted to plan and design the Project. These efforts, combined with compliance with the City's development guidelines, would ensure the Project is attractively planned and designed to a high-quality standard. The Project has been designed to incorporate sustainable design features, improve public safety facilities and services, preserve views of the Pacific Ocean, and enhanced landscaping. Specifically, improvements to the JSBCC would increase energy efficiency;	The Project would be in conformance with this objective.

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		improvements to the Lifeguard Headquarters would optimize public safety functions; views of the Pacific Ocean and Oceanside Pier would be maintained; a new public view deck would be built along North Pacific Street; and a new landscaping plan would be implemented to maximize circulation and flexible site use along the Community Plaza Area.	
Policy 1.2A	The placement of all proposed structural components, landscaping, access ways, etc. shall be oriented on the site in such a manner to maximize: 1) Interior building absorption and retention of solar energy during appropriate seasons and times of day, and the access to sunlight for potential solar energy collection; and 2) the even circulation of natural breezes between and through all buildings; and 3) the quality of view and vistas from the site to the surrounding environment; and 4) the quality of views of the site from surrounding land uses; and 5) the public safety by eliminating designs that may harbor or hide detrimental activities.	The Project has been designed to incorporate sustainable design features, improve public safety facilities and services, preserve views of the Pacific Ocean, and enhanced landscaping. Specifically, improvements to the JSBCC would increase energy efficiency; improvements to the Lifeguard Headquarters would optimize public safety functions; views of the Pacific Ocean and Oceanside Pier would be maintained; a new public view deck would be built along North Pacific Street; and a new landscaping plan would be implemented to maximize circulation and flexible site use along the Community Plaza Area. The Project proposes an in-kind renovation and reconstruction of existing facilities, including improvements that will maximize the applicable provisions of this Policy, including utilizing LED bulbs with auto dimming functions, incorporating daylight harvesting systems, and ensuring the latest high efficiency for all mechanical and plumbing systems (e.g., ultra-low-flush toilets and low-flow faucets	The Project would be in conformance with this Policy.
Policy 1.2G	All developments shall design parking areas to maximize efficiency, safety, convenience, and open space.	The proposed Project would continue existing public facility, open space, and public oriented uses (i.e., Alternative 1 components: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, and Community Plaza Area; JSBCC; and Junior Seau Amphitheater and Bandshell) allowed under the Project site's zoning and General Plan land use designation. The Project-level components and uses do not involve parking areas. Therefore, no new parking areas or improvement to parking areas are proposed for these components. However, Project Alternative 2 includes the possible future programmatic development of Betty's Lot as a long-range possibility. However, such programmatic design may include the following components: community recreation classrooms, Strand-level parking spaces, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. Considering these possible programmatic elements, future conceptual design of Betty's Lot would efficiently integrate multiple community uses and open space, while offering parking.	The Project would be in conformance with this Policy.
1.21 Common Open Space Objective	To provide and maintain common open areas for a wide range of uses.	The proposed Project would maintain and improve existing common open space areas at the Strand level; it would also involve the construction of new public view deck along North Pacific Street. A new landscaping plan would be implemented to maximize circulation and flexible site use along the Community Plaza Area. These Project components would improve common open areas supporting a wide range of uses.	The Project would be in conformance with this objective.
Policy 1.21A	Common open space must be accessible and usable by potential users of the common open space.	See response to Objective 1.21. These components would improve pedestrian access and ADA accessibility, offering new pedestrian ramps.	The Project would be in conformance with this policy.
Policy 1.21B	Common open spaces within a project site shall be contiguous unless it is found that segregation of the area and type of open space uses better serve the purposes of the General Plan and the project site.	See response to Objective 1.21. The existing Community Plaza Area open space would remain in place.	The Project would be in conformance with this policy.
Policy 1.21C	Where feasible, common open space shall be integrated with adjacent common or public open spaces, trails, or bicycle transit systems to promote an open space or trails network throughout the City.	See response to Objective 1.21B. The Community Plaza Area and new public view deck would be connected to The Strand which is a main thoroughfare for the City; it is a two-way pedestrian bicycle path that crosses underneath the Peir Bridges, next to the Community Plaza Area.	The Project would be in conformance with this policy.
1.22 Landscaping Objective	The enhancement of community and neighborhood identity through landscaping requirements that frame and soften the built environment consistent with water and energy conservation.	The existing landscape surrounding the Project site is a compilation of landscape interventions over several decades. The need for a cohesive landscape concept was identified through the design development process and refined by input received during the public outreach process. A cohesive landscape design plan, including but not limited to slope plantings, planters, and hardscape treatments, which unifies the coastal aesthetic of the Pier	The Project would be in conformance with this objective.

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		Bridges and adjacent beachfront facilities has been developed for the proposed Project. The landscape design plan included a focus on maximizing circulation and flexible site use opportunities, preserving, and enhancing site lines and visibility for public safety and to support operations of the Lifeguard Service. The recommended plant palettes feature native and drought tolerant species appropriate for coastal exposure, specifically utilizing native coastal species suitable for bluff/slope stabilization, consistent with the City's Landscape Development Manual.	
Policy 1.22A	Existing mature trees shall be retained wherever possible.	Existing landscaping on the Project includes several mature Mexican fan palm trees that would be retained and protected in place where possible. However, several of these will be removed under the proposed Project to accommodate various improvements. As indicated by the Project landscape plans, and discussed further under Policy 1.22B, the Project proposes to plant new date canopy trees (*Metrosideros excelsa)* and New Zealand Christmas trees (*Phoenix dactylifera*) as replacement consistent with the City's replacement ratio.	The Project would be in conformance with this policy.
Policy 1.22B	Mature trees removed for development shall be mitigated by replacement with an appropriate type, size, and number of trees.	The City of Oceanside landscape regulations require a tree survey showing all existing trees on a Project site to be relocated or removed, labeled with tree type, quantities, and diameter at breast height for canopy trees and/or brown trunk height for palms. The City requires a 1:1 replacement ratio for all diameter at breast height and brown trunk height removed. The Project proposes removal of several existing palm trees and incorporation of a detailed landscape plan for the site, including tree and shrub plantings designed to enhance key site and architectural elements. The Project would be consistent with and would not conflict with the City's landscape regulations .	The Project would be in conformance with this policy.
Policy 1.22C	Drought-tolerant materials, including native California plant species, shall be encouraged as a landscape type.	See response to Objective 1.22. The Project would provide drought-tolerant landscaping and water efficient irrigation system.	The Project would be in conformance with this policy.
1.23 Architecture Objective	The architectural quality of all proposed projects shall enhance neighborhood and community values and City image.	As discussed under Community Values Objective 1.1, over 25 public engagement efforts/events have been conducted to plan and design the Project. These efforts, combined with compliance with the City's development guidelines, would ensure the Project is architecturally designed to a high degree of quality and that it aligns with the neighborhood and community values and City image. Project objectives are aimed to revitalize the City's heavily used public spaces and restore the visual quality of the Project area. The Pier Bridges are listed under Oceanside's Historic Landmark Evaluation criteria. Due to the bridge's eligibility as historic, two improvement alternatives to address its current condition have been defined and assessed: 1) restoration of the bridge, which would maintain the existing bridges form, architectural elements, and materials to the maximum extent practicable, and 2) reconstructing the bridges to match the original structure. From a historic significance perspective, proposed improvements, or modifications (restoration or reconstruction) would focus on the bridges being restored or replaced in-kind, where the new structure matches the existing structure consistent with the original construction (1927) and to the extent feasible. Proposed landscaping described under Objective 1.22 would further assist to satisfy this policy.	The Project would be in conformance with this objective.
Policy 1.23A	Architectural form, treatments, and materials shall serve to significantly improve on the visual image of the surrounding neighborhood.	See response to Objective 1.23.	The Project would be in conformance with this policy.
Policy 1.23B	Structures shall work in harmony with landscaping and adjacent urban and/or topographic form to create an attractive line, dimension, scale, and/or pattern.	See response to Objective 1.23.	The Project would be in conformance with this policy.
Policy 1.23C	Elevations, floor plans, perspectives, lines-of-sight, material boards, and other such displays and exhibits shall be provided as necessary to ensure compliance with General Plan policies.	See response to Objective 1.23. All site plans, including proposed building materials and landscaping would be provided to the City for final review and approval. During the Project's entitlement process, the Project would be subject to review and approval by multiple	The Project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/Non-conformance
		departments to ensure compliance with General Plan policies with the City serving as the final approving agency for the Project.	
1.24 Topographic Resources Objective	To ensure that development preserves and enhances the unique beauty and character of the City's natural topographic features and does not contribute to slope instability, flooding, or erosion hazards to life and property.	The Project would not contribute to slope instability, flooding, or erosion hazards. Please refer to Sections 4.6, Geology and Soils, and 4.9, and Hydrology and Water Quality, of this PEIR which determine that potential impacts related to slope instability, flooding and erosion hazards would be less than significant.	The Project would be in conformance with this objective.
Policy 1.24F	Excessive cut and fill grading to create standard prepared pads shall be prohibited.	The Project involves the cut of approximately 12,100 cubic yards and fill of approximately 1,100 cubic yards of earth material, totaling a net export of approximately 11,000 cubic yards.	The Project would be in conformance with this policy.
Policy 1.24G	Where grading is required, flat planes, and sharp angles of intersection with the natural terrain shall be avoided.	Please refer to response to Policy 1.24F.	The Project would be in conformance with this policy.
Policy 1.24H	Slopes shall be rounded and contoured to blend with the existing topography, unless on an individual site this would diminish open space or significant natural features of the site.	Please refer to response to Policy 1.24F.	The Project would be in conformance with this policy.
Policy 1.24I	The structural quality of the soil and geologic conditions shall be incorporated into the site design and determine the method and type of construction. Slope stability shall be ensured during and after construction.	An evaluation of the geotechnical conditions and the Bridges existing foundations (Appendix H-2) has been conducted, including existing geologic mapping. Spread footing foundations were identified as a feasible design option for the proposed Lifeguard Operations Building near the bluff. Additionally, it was determined that the coastal bluffs had been previously modified as part of the development surrounding the Bridges and adjacent beachfront facilities. Please refer to Section 4.6, Geology and Soils, of this PEIR which determines impacts as a result of the Project would be less than significant.	The Project would be in conformance with this policy.
Policy 1.24J	Potential hazards of flooding, erosion and sedimentation shall be reduced by designing the site drainage system to accommodate the existing upstream storm runoff and to coordinate with existing downstream conditions.	As outlined in Section 4.9, Hydrology and Water Quality, of this PEIR, impacts related to flooding, erosion and sedimentation and site drainage as a result of Project implementation would be less than significant. Proposed site drainage would ensure flow on- and off-site would be adequately handled by existing and proposed drainage structures.	The Project would be in conformance with this policy.
Policy 1.24M	The amount of impervious surfacing shall be limited and shall be designed to support the natural drainage system.	In accordance with regulations, a master SWQMP has been prepared to address the Project's operational impacts to water quality and the potential pollutants of concern. As described in the SWQMP (Appendix J), the Project site's existing land cover includes vegetative cover, non-vegetated pervious areas, and impervious areas. The proposed Project includes impervious features that would convey stormwater, including buildings, parking lots, sidewalks, plaza hardscapes, a concrete amphitheater, the Pier Bridges structure, and roadways. As shown under Table 4.9-1, the Project would result in approximately 143,917 square feet of proposed new impervious area and would retain approximately 64,165 square feet of existing impervious area, thereby resulting in a total of approximately 208,082 square feet of impervious area. After construction, the Project site would include approximately 55,253 square feet of pervious surface and features that would capture stormwater: planted hillside below Pacific Street, planter areas, pervious paver, and existing beach sand. After Project construction, stormwater will flow westward from the Project site and be captured in water collection, conveyance, retention and treatment facilities. The captured water will be treated by proprietary biofiltration system As described in Section 4.9, Hydrology and Water Quality, the Project would not result in an adverse impact related to drainage. Proposed site drainage would ensure flow on- and off-site would be adequately handled by existing and proposed drainage structures.	The Project would be in conformance with this policy.
Policy 1.24O	Parking areas shall adapt to the topographic character of the site.	See response to Policies 1.2G and 1.24F. The long-range conceptual improvements analyzed for Betty's Lot would not include new parking areas and any potential modifications to the existing parking lot would be proposed within the existing topography.	The Project would be in conformance with this policy.
Policy 1.24P	Site disturbance shall be limited to the minimum area necessary as construction proceeds.	See response to Policy 1.24F. Development of the Project would improve existing conditions with enhanced building quality and landscaping on-site.	The Project would be in conformance with this policy.

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Policy 1.24Q	Groundcover shall be re-established as early as possible as construction proceeds.	The first phase of construction would include grading of the development area. Groundcover for the proposed development of the structures and landscaping would occur at the earliest stage possible during construction, and re-vegetation of disturbed areas would occur. The Project would implement a stormwater pollution prevention plan (SWPPP) during construction to reduce sediment transport, in addition to other construction best management practices (BMPs) to reduce erosion. Proposed landscaping would be established on-site in accordance with the construction schedule outlined in Chapter 3, Project Description, of this PEIR.	The Project would be in conformance with this policy.
Coastal Zone Objective 1.32	To provide for the conservation of the City's coastal resources and fulfill the requirements of the California Coastal Act of 1976.	Please see response to Objective 1.121 - Land Use Compatibility with Adjacent Jurisdictions or Responsible Agencies Objective.	The Project would be in conformance with this objective.
Policy 1.32A	The City shall utilize the certified Local Coastal Plan and supporting documentation for review of all proposed projects within the Coastal Zone (Figure 3 of the Land Use Element). Specifically, the goals and policies of the Local Coastal Program Land Use Plan shall be the guiding policy review document.	Please see response to Objective 1.32. As described in the Project Description, an objective of the Project is to protect, enhance, and maximize public enjoyment of Coastal Zone scenic resources.	The Project would be in conformance with this policy.
2.7 Community Facilities Management Objective	To provide a consistent level of quality and affordable public services and facilities and to effectively manage development to ensure that a consistent service level is continued.	Existing public services would be utilized by the Project but would not be overburdened, as analyzed in Section 4.13, Public Services, of this PEIR. As discussed in that section as well as the Project Description, an objective of the Project is to provide public facilities, public parks, open spaces, and other public oriented uses in their current location and with the necessary improvements to ensure continued long-term safe use, patronage, and enjoyment. Another Project objective is to maintain and enhance public safety services, which would be accomplished by the Project's proposed improvements to the City's Lifeguard facilities and services.	The Project would be in conformance with this objective.
Communities Facilities Management Policy A	Capital improvement impact fees shall be collected at the time a building permit is issued and should consist of four components: 1) a fee based on share of citywide capital improvement expansion and replacement needs represented by the proposed development; 2) a fee to cover additional construction and replacement of capital improvements directly serving the proposed development; 3) fees must be adequate to cover the full cost of non-citywide facilities serving the development (neighborhood parks, fire, and paramedic facilities), including a reserve for replacement costs; 4) In addition, fees must cover new construction and replacement of citywide facilities.	Consistent with the City's standard practices, development fees are not applicable to this Project. The Project would be exempt from development fees as it is a Capital Improvement Program project.	The Project would be in conformance with this policy.
3.14 Grading and Excavations Objective	To provide mitigation recommendations for grading and excavations in the City of Oceanside.	Prior to issuance of the grading permit, the Project proponent shall verify that the applicable recommendations of the Geotechnical Investigation have been incorporated into the Project design and construction documents to the satisfaction of the City Engineer.	The Project would be in conformance with this policy.
Grading and Excavations Policy A	Investigation and evaluation of currently affected areas will indicate the measures to be included, such as the following measures: 1) Keep grading to a minimum, leave vegetation and soils undisturbed wherever possible; 2) plant bare slopes and cleared areas with appropriate vegetation immediately after grading; 3) chemically treat soils to increase stability and resistance to erosion; 4) install retaining structures where appropriate; 5) construct drainage systems to direct and control rate of surface runoff; 6) construct silt traps and settling basins in drainage systems; 7) construct weirs and check dams on streams.	The recommended grading and geological measures have been incorporated into the Project design; see Section 4.6, Geology and Soils, of this PEIR.	The Project would be in conformance with this policy.

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3.18 Air Quality Policy A	The City shall cooperate with the San Diego County Air Pollution Control Board, and participate in the Regional Air Quality Control Strategy (RAQS).	As described in Section 4.2, Air Quality, the existing land use designation and zoning allows the public facility uses proposed by the Project, and thus the regional air quality projections account for and anticipate the type of development proposed by the Project. Therefore, the Project would not be consistent with the RAQS.	The Project would be in conformance with this policy.
3.2 Cultural Resources Policy C	Cultural resources that must remain in-situ to preserve their significance shall be preserved intact and interpretive signage and protection shall be provided by project developers.	As described in Section 4.4, Cultural Resources, despite no significant archaeological resources being identified within the Project site, to further ensure Project development would not result in potential impacts to cultural resources, the Project would implement the City's standard cultural mitigation measures, **MM-CUL-1** through **MM-CUL-3**. Compliance with the laws described Section 4.4, and implementation of the City's cultural mitigation measures, **MM-CUL-1** through **MM-CUL-3** would ensure that potential impacts to cultural resources remain less than significant.	The Project would be in conformance with this policy.
3.21 Scenic Open Areas Policy A	The City shall encourage the preservation of significant visual open areas.	The Project would continue the existing open space use located at the site. The proposed Project would maintain and improve existing common open space areas at the Strand level; it would also involve the construction of new public view deck along North Pacific Street. Project improvements, and their potential to impact public views of adjacent scenic resources (i.e., the Pacific Ocean and Oceanside Pier), are discussed specifically in Section 4.1, Aesthetics, of the PEIR. Analysis within that chapter concluded that Project improvements would not block existing views or public vantage points of visual resources.	The Project would be in conformance with this policy.
Public Safety Element			
Public Safety Element Goal	Take the action necessary to ensure an acceptable level of public safety for prevention and reduction of loss of life and personal property of the citizens of Oceanside.	Construction and operation of the Project would be compatible with the existing land use and zoning designation for the site. The Project would be required to comply with all local, state and federal regulations related to building structure, hazards, and geotechnical requirements. Furthermore, a Project objective is to maintain and enhance public safety services, which would be accomplished by the Project's proposed improvements to the City's Lifeguard facilities and services. The proposed Lifeguard headquarters will be treated and designed as an essential building to address public safety.	The Project would be in conformance with this goal.
Seismic and Geologic Hazard Objective 1	Consider seismic and geologic hazards when making land use decisions particularly in regard to critical structures.	An evaluation of the geotechnical conditions for the Project has been conducted, including existing geologic mapping. The report documented the recommended construction methods to provide structural stability for the proposed development on the Project site and are incorporated as Project design features to ensure geological safety. Please refer to Section 4.6, Geology and Soils, which determines impacts as a result of the Project would be less than significant.	The Project would be in conformance with this objective.
Seismic and Geologic Hazard Objective 2	Minimize the risk of occupancy of all structures from seismic and geologic occurrences.	See response to Objective 1 above.	The Project would be in conformance with this objective.
Seismic and Geologic Hazard Objective 3	Provide to the public all available information about existing seismic and geologic conditions.	The existing seismic and geologic conditions are provided in the geotechnical reports prepared for the Project site and are further discussed in Section 4.6, Geology and Soils, of this PEIR.	The Project would be in conformance with this policy.
Flooding Hazard Objective 1	Consider the potential for flooding when making land use decisions.	The Project would not contribute to flooding hazards. Please refer to Section 4.9, Hydrology and Water Quality which determine that potential impacts related to flooding hazards would be less than significant.	The Project would be in conformance with this objective.
Circulation Element			
Long Range Policy Direction			
Goal 1	A multimodal transportation system, which allows for the efficient and safe movement of all people and goods, and which meets current demands and future needs of the population and projected land uses with minimal impact to the environment.	The Project site, which consists of four City owned public facilities, is surrounded by a mixture of downtown land uses and development as well as public open space. Adjacent land uses include commercial properties to the east, commercial and residential properties to the north and south, and the Oceanside Municipal Pier (wooden portion) directly to the. The Project would continue existing public facility, open space, and public oriented uses consistent with	The Project would be in conformance with this goal.

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		the site's general plan and zoning regulations that are part of the basis upon which the City's multimodal transportation has been planned and developed. The site is currently served by the existing network of nearby roads, including North Pacific Street and Interstate-5, the nearest major access-controlled highway. The Project site also contains a portion of The Strand which is the main thoroughfare along the Oceanside City Beach (beach); it is a paved two-way pedestrian and bicycle path, with restricted vehicular access, paralleling the beach and immediately west of the four referenced City owned facilities. Internal circulation through the Project site would consist pedestrian walkways and ramps providing access throughout the site. The Project would connect to the existing sidewalk system in the area and improve pedestrian connections. Potential improvements to Betty's Lot would provide stairs and accessible site ramp to provide access from street-level to/from a mid-level park. A new parking structure is also considered at Strand-level that would be accessible from North Pacific Street.	
Goal 2	Alternative modes of transportation to reduce the dependence on the automobile.	The Project site is located approximately 900 feet from the Oceanside Transit Center, which is a major railway interchange serving the City and region. The station is used by Amtrak and is also a terminus for two regional transit operators – Metrolink and the North County Transit District (NCTD). Oceanside Transit Center is also served by Greyhound Lines and numerous NCTD buses.	The Project would be in conformance with this goal.
Goal 3	Alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.	See response to Goal 2.	The Project would be in conformance with this goal.
Goal 4	A citywide transportation system that integrates with the regional transportation system.	This Goal is not directed toward an individual development project; however, the Project would be consistent with the citywide goal. See responses to Goals 1 and 2.	The Project would be in conformance with this goal.
Goal 5	A multimodal transportation system that creates a balance with preserving community values and maintaining public acceptance.	See responses to Goals 1, 2, and 4.	The Project would be in conformance with this goal.
Objective i.	Implement a circulation system that provides a high level of mobility, efficiency, access, safety, and environmental consideration that accommodates all modes of travel such as vehicular, truck, transit, bicycle, pedestrian, and rail.	See responses to Goals 1, 2, and 4.	The Project would be in conformance with this objective.
Policy 2.5	The City will strive to incorporate complete streets throughout the Oceanside transportation network which are designed and constructed to serve all users of streets, roads, and highways, regardless of their age or ability, or whether they are driving, walking, bicycling, or using transit.	See responses to Goals 1, 2, and 4.	The Project would be in conformance with this policy.
Master Transportation Roadway Plan			
Goal 1	A transportation network that supports safe and efficient travel for all modes of transportation.	See response to Long Range Policy Direction Goals 1, 2, and 4.	The Project would be in conformance with this goal.
Objective i.	Aim for an acceptable Level of Service (LOS) D or better on all Circulation Element roadways on an average daily basis and at intersections during the AM and PM peak periods.	As outlined in Section 4.14, Traffic and Circulation, of this PEIR, consistent with the requirements of CEQA, the transportation/traffic impact significance determination for the proposed Project is based only on Vehicle Miles Traveled (VMT) and not on LOS. See Policy 4.1, below, for the Project's VMT impacts.	The Project would be in conformance with this objective.
Objective ii.	Ensure that all streets within the City achieve the City's mobility goals and design standards as highlighted throughout [Chapter 3 of the Circulation Element].	The Project does not include development of any new streets. However, the Project would be reviewed by the City staff and the City decision makers to ensure that all City -required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.	The Project would be in conformance with this objective.
Policy 3.3	All streets within the City shall be designed in accordance with the adopted City of Oceanside design standards. Typical cross-sections and design criteria for the various street classifications are shown in the City Engineers Design and Processing Manual.	See response to Objective ii.	The Project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/Non-conformance
Policy 3.6	The City shall institute street access guidelines consistent with the street classifications. These shall be applied where feasible to all new developments. The following guidelines shall be used to define appropriate access: The City shall prohibit driveway access to prime arterials. Driveway access to major arterials shall not be permitted unless there is no other reasonable means of access to the public street system. Where access to major arterials or secondary collectors must be allowed, it shall be limited through the use of medians and/or access controls to maintain street capacity. Along major arterials, access spacing shall be a standard distance of 1,200 feet or more. Under special circumstances this distance may be reduced to a minimum of 600 feet where access is limited to right-in and right-out only. The above measurements shall be made from the ends of curb returns. Along secondary collectors, the corresponding access spacing shall be 600 feet for the standard distance and a minimum of 300 feet for special circumstances where access is limited to right-in and right-out only. The above measurements shall be made from the ends of curb returns.	See response to Objective ii. The Project does not propose any driveways on prime arterials. Project Alternative 2 includes the possible future programmatic development of Betty's Lot as a long-range possibility. Such programmatic design may include vehicular access to the Betty's Lot that would be maintained and improved as necessary from the existing access point to Betty's Lot from The Strand via 1st Street.	The Project would be in conformance with this policy.
Policy 3.10	The City shall require dedication and improvement of necessary rights-of-way along Master Transportation Roadway Plan streets. This usually will occur in fulfillment of a condition of approval for a tentative map or as a condition of approval for a building permit, whichever occurs first.	The Project site is located along North Pacific Street, which is a designated Collector Road per the Master Transportation Roadway Plan. The Project does not propose any changes to North Pacific Street; however, the Project would be reviewed by the City staff, the City decision makers, and Oceanside's traffic engineer to ensure that all Oceanside -required design parameters and standards are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc.	The Project would be in conformance with this policy.
Policy 3.12	The City shall require or provide adequate traffic safety measures on all new and existing roadways. These measures may include, but are not limited to, appropriate levels of maintenance, proper street design, traffic control devices (signs, signals, and striping), street lighting, and coordination with the school districts to provide school crossing signs and protection.	The Project would be reviewed by the City staff and the City decision makers to ensure that all Oceanside-required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc. Signage, lighting, and other improvements would be made to ensure user safety on and around the site including wayfinding for pedestrians and bicyclists. There are no schools in the immediate vicinity of the Project site; the nearest school, Oceanside High School, is approximately 0.5-mile northeast of the Project site. Therefore, no coordination with the school district for school crossing signs or protection would be required.	The Project would be in conformance with this policy.
Policy 3.15	The City shall impose appropriate prorated fees for construction of roadway facilities and associated landscaping to ensure that all new development contributes to the completion of the circulation system. In addition to pre-permit collection, such fees may be imposed through creation of assessment districts.	The Project would not be subject to impact and any other fee programs related to the City circulation system. Consistent with the City's standard practices, development fees are not applicable to this Project. The Project would be exempt from development fees as it is a Capital Improvement Program project.	The Project would be in conformance with this policy.
Policy 3.20	If the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet the LOS D threshold, or if it creates safety hazards, the proposed development shall be required to make necessary off-site improvements. Such improvements may be eligible for reimbursement from collected impact fees. In some cases, the development may have to wait until financing for required off-site improvements is available. In other cases where development	See response to Objective i. As related to transportation policies, the Project would not create safety hazards thereby requiring off-site improvements.	The Project would be in conformance with this policy.

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	would result in unavoidable impacts, the appropriate findings of overriding consideration will be required to allow temporary undesirable levels of service.		
Transportation Demand Management			
Goal 1	Support programs that encourage increased vehicle occupancies and trip reduction in order for residents to enjoy the quality of life that currently exists in Oceanside.	The Project site is located approximately 900 feet from the Oceanside Transit Center, which is a major railway interchange serving the City and region. The station is used by Amtrak and is also a terminus for two regional transit operators – Metrolink and the NCTD. Oceanside Transit Center is also served by Greyhound Lines and numerous NCTD buses. The proposed improvements to public facilities at the Project site would be supported by nearby public transit options.	The Project would be in conformance with this goal.
Objective i.	Move more people in fewer vehicles while providing high quality modes of transportation.	See response to Goal 1.	The Project would be in conformance with this objective.
Objective ii.	Maintain high quality transportation services which cater to the needs of all residents, regardless of age, income, or physical ability.	See response to Goal 1.	The Project would be in conformance with this objective.
Objective iii.	Encourage alternative modes of transportation through TDM practices such as transit, walking, bicycling, and teleworking especially during peak travel periods.	The Project site contains a portion of The Strand which is the main thoroughfare which is a paved two-way pedestrian and bicycle path paralleling the shore. Internal circulation through the Project site would consist of walkways and ramps providing access throughout the site for pedestrian and bicyclists. The Project would connect to the existing sidewalk system in the area and improve pedestrian and bicyclists' connections.	The Project would be in conformance with this objective.
Policy 4.1	The City shall encourage the reduction of vehicle miles traveled, reduction of the total number of daily and peak hour vehicle trips and provide better utilization of the circulation system through development and implementation of TDM strategies. These may include, but not limited to, implementation of peak hour trip reduction, encourage staggered work hours, telework programs, increased development of employment centers where transit usage is highly viable, encouragement of ridesharing options in the public and private sector, provision for park-and-ride facilities adjacent to the regional transportation system, and provision for transit subsidies.	As discussed in Section 4.14, Traffic and Circulation, the operations of the proposed Project, would be similar to the existing conditions. The proposed Project would not add 1,000 new daily vehicle trips and is consistent with adopted General Plan. Therefore, proposed Project would meet the screening criteria described above, and a detailed VMT analysis would not be required. Impacts can be presumed to be less than significant. Because the Project results in a less than significant impact under existing conditions, the Project's cumulative VMT impact can also be presumed to result in a less-than-significant VMT impact.	The Project would be in conformance with this policy.
Policy 4.2	The City shall maintain and implement the policies and recommendations of the Bicycle Master Plan as part of the Recreation Trails Element. These facilities shall connect residential areas with schools, parks, recreation areas, major employment centers, and neighborhood commercial areas.	See response to Objective iii. There is currently a Class III bike route along North Pacific Street, adjacent to the Project site; this facility is identified in the City's Bicycle Master Plan. The proposed Project would connect this facility to The Strand through a new pedestrian/bicycle ramp. Through this new connection, the proposed Project would connect nearby commercial areas with public facilities and recreation areas at the Project site.	The Project would be in conformance with this policy.
Policy 4.3	The City shall maintain and implement the policies and recommendations of the Pedestrian Master Plan as part of the Recreational Trails element to ensure pedestrian access along streets and other locations throughout the City are properly maintained and provided.	See responses to Objective iii and Policy 4.2.	The Project would be in conformance with this policy.
Policy 4.4	The City shall support parking policies that increase the cost of parking and/or reduce the supply of off-street parking to encourage drivers to consider using alternative modes of transportation or carpool/vanpool opportunities where transit facilities are available.	The Project would incorporate limited modifications to the existing surface parking lots, including resurfacing and restriping to include a required ADA van accessible parking space in the surface lot adjacent to the JSBCC. Additionally, the concept level designs developed for Betty's Lot, may require modifications to the existing surface parking lot, including potential loss of approximately 4-6 parking spaces. No other modifications, additions, or other changes to parking are proposed as part of the Project. These existing parking lots are "pay and display" lots, which requires payment for parking.	The Project would be in conformance with this policy.

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Policy Number	Policy Text	Consistency Analysis	Conformance/Non-conformance
Policy 4.6	The City shall encourage new developments to provide on-site facilities such as showers, lockers, carpool stalls, and bicycle racks.	The Project would incorporate on-site locker rooms and storage at the proposed Lifeguard Headquarters for staff. Bicycle racks would also be provided throughout the Project site. The Project would also include a roundabout in front of the JSBCC to assist with rideshare and carpooling.	The Project would be in conformance with this policy.
Public Transit and Rail Policies and Guidelines			
Goal 1	Support the increased use and availability of transit and rail service to encourage a multimodal transportation network in Oceanside.	See response to Transportation Demand Management Goal 1 and Circulation Element Long Range Policy Direction Goal 2.	The Project would be in conformance with this goal.
Objective ii.	Support the development, improvement, expansion, and increased ridership of transit within the City, including the development of new forms of transit and transit technologies as they become available.	See response to Goal 1.	The Project would be in conformance with this objective.
Objective iii.	Support Mixed-Use developments in transit focus areas and transit-oriented developments.	See response to Goal 1.	The Project would be in conformance with this objective.
Policy 5.2	The City shall require developers to construct, where appropriate, transit facilities when their development is on a transit service route including bus stop amenities to include lighted shelters, benches, and route information signs (where appropriate) through coordination with NCTD.	See response to Goal 1.	The Project would be in conformance with this policy.
Bicycle Facilities			
Goal 1	Provide a safe, interconnected network of bicycle facilities within Oceanside for recreational and commuter users.	See responses to Transportation Demand Management Objective iii and Policy 4.2.	The Project would be in conformance with this goal.
Objective ii.	Design the bikeway system to be destination-oriented, especially towards employment centers, residential areas, and high use activity centers – including access to other modes of local and regional transportation systems.	See responses to Transportation Demand Management Objective iii and Policy 4.2. The proposed Project would connect nearby commercial and residential areas to the Project site and its associated public facilities.	The Project would be in conformance with this objective.
Objective ix.	Strive to include bicycle facilities including, but not limited to, bike lockers and locking racks at existing and new developments.	See responses to Transportation Demand Management Policy 4.6.	The Project would be in conformance with this objective.
Objective x.	Increase the amount of bicycle parking in areas of high bicycle traffic.	The Project is in close proximity to downtown Oceanside, which has two secure bicycle parking facilities that may be used by visitors to the Project area. To use these facilities a free membership is required. Both facilities are designed for short-term bike parking while visiting downtown and the surrounding area and/or transit users. Bicycle racks would also be provided throughout the Project site.	The Project would be in conformance with this objective.
Pedestrian Facilities			
Goal 1	Develop and maintain a safe pedestrian network that is free of barriers and hazards; that has sufficient lighting, signs, signals, street crossings, and buffers from vehicular traffic in order to create a sense of security for the pedestrian. Utilize corrective measures through engineering, education, and enforcement.	See response to Transportation Demand Management Objective iii; the Project would increase access to on-site facilities and commercial and residential areas in the Project area through improved pedestrian facilities. The Project would not pose any unique barriers or hazards to employees or visitors of the site. The Project would be reviewed by the City staff and the City decision makers to ensure that all Oceanside-required design parameters are met. Design parameters include street widths, access improvements, landscape standards, streetlights, lighting requirements, architectural design, etc. Signage, lighting, and other improvements would be made to ensure user safety on and around the site including wayfinding for pedestrians and bicyclists.	The Project would be in conformance with this goal.
Goal 2	Create pedestrian environments that encourage walking through the use of public art, street trees, furnishings, and other amenities. Ensure a positive walking environment by making the	See response to Goal 1. An objective of the proposed Project is to target sites for public art projects. Under the proposed Project, the improvements to the Junior Seau Beach Community Center would include public art commemorating Junior Seau. Furthermore,	The Project would be in conformance with this goal.

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Policy Number	Policy Text	Consistency Analysis	Conformance/Non-conformance
	pedestrian feel protected, comfortable and connected with the environment and the City.	reconstruction of the Junior Seau Bandshell would allow for public art opportunities. Both of these facilities, and future public art, would be accessible through pedestrian walkways.	
Goal 3	Develop a complete pedestrian network that provides continuous and convenient access to transit, employment centers, retail, neighborhoods, schools, beaches, parks, public places, and other essential pedestrian destinations.	See response to Transportation Demand Management Objective iii; the Project would increase access to on-site facilities and commercial and residential areas in the Project area through improved pedestrian facilities.	The Project would be in conformance with this goal.
Goal 4	Ensure that pedestrian facilities meet local, state, and federal access requirements. Utilize "Universal Access" principles that go beyond the minimum standards, since all pedestrians benefit from this approach.	On-site pedestrian circulation network improvements in the public right-of-way would be built in compliance with the Americans with Disabilities Act (ADA) and would not be designed in such a way to prevent access from handicapped, elderly, or impaired persons. The meaning of "Universal Access" in this context means "access for all ages or persons with disabilities."	The Project would be in conformance with this goal.
Objective i.	Support projects, improvements, and programs that create a safer pedestrian walking environment.	See responses to Goals 1, 2, and 4.	The Project would be in conformance with this objective.
Objective ii.	Encourage development patterns that promote walking and increase connectivity.	See response to Goal 3.	The Project would be in conformance with this objective.
Objective iv.	Promote accessibility and mobility for all people including children, disabled, and the elderly.	See response to Goal 4.	The Project would be in conformance with this objective.
Policy 7.2	The City shall encourage pedestrian facility improvements such as signs, signals, streets crossings, and proper lighting especially in areas where there is high pedestrian activity and/or safety issues.	See response to Goal 1.	The Project would be in conformance with this policy.
Policy 7.7	The City shall require the construction of a minimum five-foot wide sidewalk in all new developments and street improvements but will encourage sidewalk widths that go beyond the minimum five-foot ADA standards in areas with high pedestrian activity.	See response to Goals 3 and 4.	The Project would be in conformance with this policy.
Policy 7.10	The City shall require all new developments to provide universal access (meaning access for all ages or persons with disabilities).	See response to Goal 4.	The Project would be in conformance with this policy.
Environmental Resource Management Element			
Water Objective 2	Investigate sources of local water supplies to reduce dependence on imported water.	The City purchases the majority of its water supply from the San Diego County Water Authority (SDCWA). The Project would comply with the General Plan land use and zoning designations, and therefore water demand of the Project has been considered in the City and regional water supply documents that are based on the buildout of the City. See Section 4.17, Utilities and Service Systems.	The Project would be in conformance with this Objective.
Water Objective 3	Minimize pollution of water supplies, including lakes, rivers, streams, lagoons, and ground water.	The Project would be required to prepare a Project-specific stormwater pollution prevention plan (SWPPP) during construction to reduce sediment transport, in addition to other construction best management practices (BMPs) to further reduce erosion and runoff. A Project stormwater quality management plan (SWQMP) was also prepared to address the Project's operational impacts to water quality and the potential pollutants of concern. These measures and plans are fully described in Section 4.9, Hydrology and Water Quality. Project impacts related to water quality were determined to be less than significant.	The Project would be in conformance with this objective.
Soil, Erosion and Drainage Objective 1	Consider appropriate engineering and land use planning techniques to mitigate rapid weathering of the rocks, soil erosion, and the siltation of the lagoons.	As discussed in detail in Sections 4.6, Geology and Soils, and 4.9, Hydrology and Water Quality, impacts related to soil erosion and siltation would be less than significant.	The Project would be in conformance with this objective.
Vegetation and Wildlife Habitats Objective 1	Conserve and enhance vegetation and wildlife habitats, especially areas of rare, endangered, or threatened species.	The Project site is not a habitat for rare, endangered, or threatened species. As outlined in Section 4.3, Biological Resources, No special-status plants were observed during the biological reconnaissance survey in March 2025, and none are expected to occur at the Project. Special-status plants evaluated but not expected to occur on the Project site are described in Appendix F.	The Project would be in conformance with this objective.

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Air Quality Objective 1	Cooperate with County, State, and federal agencies in continuing program of air quality improvement.	As described in Section 4.2, Air Quality, the existing land use designation and zoning allows the public facility uses proposed by the Project, and thus the regional air quality projections account for and anticipate the type of development proposed by the Project. Furthermore, Project air quality impacts would be less than significant.	The Project would be in conformance with this objective.
Cultural Sites Objective 1	Encourage the conservation and protection of significant cultural resources for future scientific, historic and educational purposes.	As described in Section 4.4, Cultural Resources, despite no significant archaeological resources being identified within the Project site, to further ensure Project development would not result in potential impacts to cultural resources, the Project would implement the City's standard cultural mitigation measures, **MM-CUL-1** through **MM-CUL-3**. Compliance with the laws described Section 4.4, and implementation of the City's cultural mitigation measures, **MM-CUL-1** through **MM-CUL-3,** would ensure that potential impacts to cultural resources remain less than significant.	The Project would be in conformance with this objective.
Recreation and Scenic Areas Objective 1	Plan adequate recreation facilities based on existing recreation standards and criteria established by the appropriate agencies as contained in the other elements of the General Plan.	A Project objective is to provide and maintain a wide range of public recreation areas, beach support facilities, and visitor-serving facilities, commensurate with need. As discussed in Section 4.13, Recreation, the Project would consist of improvements to several City owned facilities. The Project would involve the reconstruction of multiple existing recreational facilities in Oceanside including the JSBCC, Junior Seau Amphitheater and Bandshell, and the Community Plaza Area. The purpose of the proposed Project is to address needed improvements to the full suite of public facilities.	The Project would be in conformance with this objective.
Recreation and Scenic Areas Objective 2	Encourage the preservation of significant visual open spaces when such preservation is in the best interest of the public health, safety and welfare.	The Project's potential to impact public views of adjacent scenic resources (i.e., the Pacific Ocean and Oceanside Pier), are discussed specifically in Section 4.1, Aesthetics, of the PEIR. Analysis within that chapter concluded that Project improvements would not block existing views or public vantage points of visual resources.	The Project would be in conformance with this objective.
Community Facilities Element			
Long Range Policy Direction Objective	To ensure that adequate public facilities and services are provided to serve existing and future residential, commercial, and industrial development throughout the City of Oceanside.	A key objective of the proposed Project is to provide public facilities, public parks, open spaces, and other public oriented uses in to ensure continued long-term safe use, patronage, and enjoyment. The Project consists of improvements to the following public facilities; the Pier View Way Bridges, Lifeguard Headquarters, Junior Seau Beach Community Center, Junior Seau Amphitheater and Bandshell, and future development of Betty's Lot. Potential impacts to public facilities would not be significant as analyzed in Section 4.12, Public Services, of this PEIR.	The Project would be in conformance with this objective.
Policy 0.6	The City shall strive to establish control over the quality, distribution, and rate of growth of the City in order to: a) preserve the character of the community; b) protect the open space of the City; c) protect quality of life in the City; d) ensure the adequacy of municipal facilities, libraries, school facilities, and park and recreation facilities and services; e) ensure a balance of housing types and values in the City which will accommodate a variety of families, including families of low and moderate income; f) ensure the balanced development of the City; g) prevent future significant deterioration in the local air quality; h) ensure that traffic demands do not exceed the capacity of the streets; i) ensure that the character of the City's semi-rural or rustic neighborhoods is preserved; j) ensure that the City does not grow in a manner that places a severe strain on the local freeway system; k) ensure the adequacy of fire and police protection; l) ensure adequate water and sanitary sewage systems; m) ensure adequate stormwater management systems.	The Project would be consistent with the City land use designations and zoning ordinance. The Project site is located within D-15 – Downtown District, Subdistrict 15, corresponding with the General Plan designation of Downtown. This subdistrict is intended to provide public facilities, public parks, open spaces, and other public oriented uses. Relevant subcomponents of Policy 0.6 would be addressed as follows. a. The Project would continue existing public facility uses and be consistent with the surrounding land uses. The scale and design of the Project would conform to the zoning development guidelines and the character of the community. b. A key objective of the proposed Project is to provide open spaces. The proposed Project would maintain and improve existing common open space areas at the Strand level; it would also involve the construction of new public view deck along North Pacific Street. c. - d. The proposed Project has objectives to ensure continued long-term safe use, patronage, and enjoyment of public facilities; provide and maintain a wide range of public recreation areas and beach support facilities; as well as maintain and enhance public safety services. Therefore, the proposed Project would protect quality of life in the City. The Project does not propose any residential component that would require additional municipal facilities, libraries, schools, or parks. See Section 4.12, Public Services, for additional information.	The Project would be in conformance with this policy.

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		e. The Project does not propose any residential buildings. f. The Project would be consistent with the Industrial zoning and land use designation for the site and would provide jobs in the City consistent with the intention of the zoning and land use designation. g. As discussed in Section 4.2, Air Quality, Project air quality impacts would be less than significant. h. As discussed in Section 4.14, Traffic and Circulation, impacts to existing intersections and street segments would be less than significant. i. The Project is not located in a semi-rural or rustic part of the City. j. The Project would not place a severe strain on the local freeway system. As discussed. See Policy 4.1. Because the Project results in a less-than-significant impact under existing conditions, the Project's cumulative VMT impact can also be presumed to result in a less-than-significant VMT impact. k. The Project's site plan has been reviewed by the Oceanside fire and police protection services to ensure the Project is designed to allow for the provision of fire and safety services, if needed. l. As discussed in Section 4.16, Utilities and Services Systems, no expansion of existing water and sewage facilities would be required beyond the construction of on-site connections. m. As discussed in Section 4.9, Hydrology and Water Quality, although there would be an overall increase in runoff (due to increased impervious surface) from the Project site due to Project development, as well as improvements to the Project sites stormwater management system. The Drainage Study calculates and anticipates no adverse impact as a result of the proposed development.	
Parks and Recreation Facilities Objective	To enrich the quality of life for all residents of Oceanside by providing adequate and accessible public park and recreation facilities, by providing constructive leisure opportunities, and by providing recreational experiences and programs that contribute to the total health of the individual while meeting the overall needs and desires of the community.	See response to Community Facilities Element Long Range Policy Direction Objective above.	The Project would be in conformance with this objective.
Fire Department Facilities Objective	To protect the health, safety, and welfare of Oceanside residents and property through the provision of adequate fire protection and emergency medical services to all residences, businesses, and public facilities within the City; to identify and mitigate potential hazards to the community; and to prepare for, respond to, and aid in the recovery from emergencies related to fire, explosion, hazardous materials, rescue, and medical problems as well as natural disasters such as earthquakes, floods, and storms.	The potential impacts to the Project site as a result of natural disasters, including earthquakes, floods and storms, and hazardous materials are discussed in Sections 4.6, Geology and Soils; 4.8, Hazards; and 4.18, Wildfire. It was determined that the potential for emergencies related to natural disasters, hazardous materials, and wildfire to occur within the Project site would be less than significant. Regarding response related to fire, rescue, explosion, or medical problems, the Project would be served by the closest OFD station, Station 1 located at 410 North Freeman Street 0.32 miles northeast of the Project site. Furthermore, an objective of the proposed Project is to maintain and enhance public safety services. Specifically, the proposed Project includes a reconfigured Lifeguard Headquarters which was developed to retain and optimize four critical public safety functions: 1. Supervisory Lifeguard Workstations; 2. Central Lifeguard Preparation Area; 3. Public Interface and First Aid Areas; and 4. Beach Rescue Equipment.	The Project would be in conformance with this objective.
Fire Department Facilities Policy 3.10	In order to minimize fire hazards, the Oceanside Fire Department shall be involved in the review of development applications. Consideration shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations, and Needed Fire Flow requirements.	The site plans and emergency access for the proposed Project would be reviewed by the Oceanside Fire Department and would be following the applicable Fire Code. Due to existing development in the vicinity, the relatively flat topography of the site and lack of slopes that would exacerbate fire risk, and updated building standards as part of the development, implementation of the proposed Project is not expected to exacerbate wildfire risks.	The Project would be in conformance with this policy.

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Fire Department Facilities Policy 3.13	The City of Oceanside shall provide paramedic-level emergency medical service (Advanced Life Support Service) utilizing fire-fighter/paramedics.	See response to Fire Department Facilities Objective above.	
Sanitary Sewer Policy 5.4	New development shall be responsible for on-site facility improvements required by that development.	The Project would construct all necessary on-site sanitary sewer facility improvements required for the development of the Project and the Project shall be responsible for the same pursuant to Project conditions of approval and the City Code of Ordinances.	The Project would be in conformance with this policy.
Sanitary Sewer Policy 5.5	The sanitary sewer system shall be designed to allow for full development of each service area at the intensity proposed by the Land Use Element of the General Plan.	See response to Policy 5.4. The Project will include upgrades to existing on-site sewer facilities and optimize connection to the City sewer system. As discussed in Section 4.16, Utilities and Service Systems, it has been determined that the proposed sewer system connection would adequately serve the Project, and existing City infrastructure would have sufficient capacity to accommodate Project demand.	The Project would be in conformance with this policy.
Water Supply Policy 5.11	New development shall be responsible for on-site water facilities improvements required by that development.	As discussed in Section 4.16, Utilities and Service Systems, development of the Project includes construction of adequately sized on-site water facilities to connect to existing City facilities and the Project shall be responsible for the same pursuant to Project conditions of approval and the City Code of Ordinances.	The Project would be in conformance with this policy.
Water Supply Policy 5.12	The water supply and distribution system shall be designed to allow for development of each service area at the intensity proposed by the Land Use Element of the General Plan.	The Project would be consistent with the General Plan Land Use Designation for Industrial uses. Water service would be provided via the existing water connections to the existing public water system. Water service for the Project would be provided by the City via connections to the existing developments adjacent to the Project site, which would adequately serve the proposed development, as outlined in Section 4.16, Utilities and Services Systems.	The Project would be in conformance with this policy.
Stormwater Management System Policy 6.2	All new development in the City of Oceanside shall pay drainage impact fees to defray that development's proportionate share of drainage facilities serving the basin where the new development is located.	Storm drain systems and connections would be designed to collect on-site runoff and convey it through the Project site into existing drainage facilities. The Project includes stormwater treatment to meet water quality requirements, including the installation of inlets, storm drain facilities, biofiltration basins, and an underground stormwater detention tank. No expansion of the City's drainage facilities would occur beyond what is required on-site. Consistent with the City's standard practices, these development fees are not applicable to this Project. The Project would be exempt from development fees as it is a Capital Improvement Program project.	The Project would be in conformance with this policy.
Policy 6.4	To the degree that is economically feasible and consistent with sound engineering practices and maintenance criteria, the City shall discourage disruption of the natural landform and encourage the maximum use of natural drainage ways in new development. Non-structural flood protection methods, which avoid major construction programs such as channels and favor vegetative measures to protect and stabilized land areas, should be considered as an alternative to constructing concrete channels where feasible.	The Project involves the cut of approximately 5,400 cubic yards and fill of approximately 1,000 cubic yards of earth material, totaling a net export of approximately 4,400 cubic yards. There are no natural drainage ways onsite and no concrete channels are included as part of the Project.	The Project would be in conformance with this policy.
Circulation System Policy 12.3	The City shall set a goal of Level of Service "C" on street segments with a corresponding Level of Service "D" at intersections during AM and PM peak periods in new, urbanized areas of Oceanside. In older and more densely developed areas of the community, generally west of Interstate Highway, it may not always be possible to achieve these levels of service due to existing patterns of development.	As outlined in Section 4.14, Traffic and Circulation, of this PEIR, the Project would be consistent with all General Plan Circulation Element goals and policies including this Objective. As outlined in Section 4.14 of this PEIR, consistent with the requirements of CEQA, the transportation/traffic impact significance determination for the proposed Project is based only on VMT and not on LOS. See Policy 4.1, above, for the Project's VMT impacts.	The Project would be in conformance with this policy.
Circulation System Policy 12.8	The City shall encourage the comprehensive development of pedestrian sidewalks, pathways, and trails throughout the community.	See response to Circulation Element Long Range Policy Direction Goal 1.	The Project would be in conformance with this policy.

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Community Facilities Financing Policy 14.1	All new development shall pay its proportionate share of the costs of the public facilities necessitated by that development through payment of impact fees for roads, parks and recreation, stormwater management, police service, fire protection and emergency services, City administrative space and City corporation yard, and library services, and payment of connection fees for water and wastewater service.	Consistent with the City's standard practices, development fees are not applicable to this Project. The Project would be exempt from development fees as it is a Capital Improvement Program project.	The Project would be in conformance with this policy.
Noise Element			
Policy 1	Noise levels shall not be so loud as to cause danger to public health in all zones except manufacturing zones where noise levels may be greater.	As described in Section 4.11, Noise, of this PEIR, Project related construction and operation noise would not exceed the noise thresholds analyzed in the referenced noise section and prepared for the Project; and impacts related to noise were determined to be less than significant (Appendix L).	The Project would be in conformance with this policy.
Policy 2	Noise shall be controlled at the source where possible.	See Noise Element Policy 1. All onsite noise is controlled onsite, and noise impacts were determined to be less than significant. Additionally, the Project's proposed replacement of the existing Junior Seau Amphitheater and Bandshell would involve special event operational conditions at the venue that are consistent with existing conditions. The Junior Seau Amphitheater and Bandshell would continue to feature special events, such as concerts and stage performances, involving stationary loudspeakers and subwoofers associated with the Bandshell and larger crowds associated with the Amphitheater. Under Section 38.19(c) of the City Municipal Code, "entertainment and public events which are conducted pursuant to a license or permit issued by the city" are exempt from the City's noise thresholds for the Downtown Zone. Thus, once the Junior Seau Amphitheater and Bandshell is operational, the Applicant (or its designee) would retrieve a license or permit for such special events (i.e., concerts or stage performances involving loudspeakers and subwoofers and drawing large crowds) so that these events would be considered exempt of the City's exterior noise thresholds, and as a result, be considered less than significant.	The Project would be in conformance with this policy.
Policy 3	Noise shall be intercepted by barriers or dissipated by space where the source cannot be controlled.	See Noise Element Policy 1. No barriers or additional space to dissipate noise is required because all noise is controlled onsite.	The Project would be in conformance with this policy.
Policy 4	Noise shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.	See Noise Element Policy 1. As identified in Section 4.11, Noise, no topographical or structural shielding was assumed in the modeling. The modeling did account for distance to noise sensitive receivers, and all impacts were determined to be less than significant.	The Project would be in conformance with this policy.
Policy 5	Noise levels shall be considered in the approval of any projects or activities, public or private, which requires a permit or other approval from the City.	See Noise Element Policy 1.	The Project would be in conformance with this policy.
Recommendation 2	In order to measure noise levels, a noise meter must be acquired. This meter is necessary to identify and measure noise sources and noise levels.	See Noise Element Policy 1. Dudek completed on-site short-term sound measurements to determine the existing ambient noise environment and used noise predictive models to quantify noise levels from project construction, on-site mechanical equipment operation, and project off-site traffic noise contributions. Sound level measurement results and predictive noise modeling data are included in Appendix L of this PEIR.	The Project would be in conformance with this recommendation.
Recommendation 4	Truck traffic on residential streets should be prohibited for all vehicles over two tons in weight. This recommendation is based upon complaints from residents subjected to severe noise and disruptions caused by heavy trucks using residential streets not designated for that purpose. (Oceanside currently has no streets prohibited to trucks in excess of certain weight.)	Construction equipment, including trucks, would be required during construction of the Project. The construction workers will use both access points from the North Pacific Street/ Surfrider Way and North Pacific Street/1st Street intersections. These access points will then shift onto The Strand with heavy trucks and equipment use these two intersection access points. Construction parking will occur on-site.	The Project would be in conformance with this recommendation.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/Non-conformance
Recommendation 5	Land uses in the City of Oceanside should be planned in order to ensure that residential areas will not be impacted by noise. Approval of any project in the City where the health of future residents or occupants may be adversely affected by noise associated with the site should be taken to reduce or abate the noise effects or should be denied approval and recommended for an alternative site (example- a new rest home or hospital should not be constructed in areas subjected to noise levels 65 dBA or higher).	See Noise Element Policy 1.	The Project would be in conformance with this recommendation.
Hazardous Waste Management Element			
Pollution Prevention, Hazardous Waste Reduction Goal	The goal of the City of Oceanside is the prevention of pollution of the City's air, water, and soil by hazardous materials and hazardous waste to the greatest extent possible. In the context of this City Hazardous Waste Management Element.	As discussed in Section 4.2, Air Quality, the Project would not result in substantial air pollutant concentrations that would otherwise present a public health hazard. In addition, as outlined in Section 4.9, Hydrology and Water Quality, standard best management practices included in the SWPPP required of the Project by the Construction General Permit and associated hazardous materials handling protocols would be prepared and implemented to ensure the safe storage, handling, transport, use, and disposal of all hazardous materials during the construction phase of the Project. conformance with DTSC requirements. As described in Section 4.8, Hazards and Hazardous Materials, due to the known or likely presence of hazardous building materials in onsite structures, routine transport, use, or disposal of hazardous materials during construction could result in a significant hazard to the public or the environment if these hazardous materials are improperly handled. However, implementation of **MM-HAZ-1** requires a survey of all structures on the Project site for identification of hazardous building materials and universal wastes, and these findings will be used to update the Hazardous Building Materials Abatement Specifications. Abatement and disposal will occur in accordance with federal, state, and local rules and regulations, including those protective of human health and the environment. With implementation of this mitigation, impacts would be less than significant with mitigation incorporated.	The Project would be in conformance with this goal.
Method A, Method B, Method C, Method D, Method E, Method F, Method G, Method J.	A. The reduction or elimination of the manufacture and use of hazardous materials in order to reduce risks to human health and the environment; B. The reduction of elimination of the generation or production of hazards materials (including wastes); C. The use of safer substitutes for hazardous materials; D. The recycling of hazardous materials whenever possible; E. The prevention and elimination of releases of hazardous materials into all media (air, water, and land); F. The alteration or modification of manufacturing practices and/or processes to reduce or eliminate the use of hazardous materials and resulting hazardous wastes. G. The improvement of industrial, commercial, and residential housekeeping practices to eliminate or reduce the quantity or toxicity of hazardous materials and wastes; J) The implementation of practices and/or processes that encourage the on-site treatment through recycling of hazardous.	The Project would be required to comply with the current federal, state, and local policies regarding the use, transport, storage, handling, and disposal of hazardous materials. See response to Pollution Prevention, Hazardous Waste Reduction Goal, above.	The Project would be in conformance with these methods.
Method K	Notwithstanding the requirements on large generators of hazardous waste pursuant to SB 14 (Roberti, 1989), the "Hazardous Waste Source Reduction and Management Act of 1989" Health and Safety Code section 25244.12 et seq., all	The proposed Project would not generate hazardous waste of reportable quantities requiring the need to file a source reduction plan.	The Project would be in conformance with this method.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/Non-conformance
	users of reportable quantities of hazardous materials shall file a source reduction plan with the appropriate outside agencies and the City of Oceanside at the time of Business License application. All users of reportable quantities of hazardous materials shall also file regular reports on the implementation of the source reduction plan as required by the City and any other agency. A review of specified source reduction measures may be conducted by the City or other designated agency.		
Strategies for Meeting Prevention and Minimization Goals	The City of Oceanside shall work with the San Diego County Hazardous Materials Management Division ("HMMD") in the implementation of its policies and procedures, including those now being developed to implement the provisions of the Hazardous Waste Source Reduction and Management Review Act of 1989. This law is intended to assist hazardous waste generators to reduce hazardous waste. Health and Safety Code section 25244.12 et seq. requires generators to conduct source evaluation reviews and implement source reduction plans, to specify source reduction measures, and to implement the plans and file performance reports concerning the outcome with various agencies. This Act requires and specifies the following requirements for generators of hazardous wastes: A. A hazardous Waste Reduction Plan and a Plan Summary; B. a Hazardous Waste Management Performance report and a Report Summary documenting hazardous waste management approaches implemented by the generator.	The proposed Project would not generate hazardous waste or reportable quantities requiring the need to file a source reduction plan. The Project would comply with all applicable federal, state, and local laws regarding the use, handling, transport, storage, and disposal of hazardous waste.	The Project would be in conformance with these goals.
Energy and Climate Action Element			
Goal ECAE-1a	The Oceanside Community Will Significantly Reduce Its Dependence on Fossil Fuels	The Project would comply with the City's Climate Action Plan and include sustainability design features to reduce potential energy and water usage and reduce potential greenhouse gas emissions. The proposed sustainability features include: ▪ Installation of new high-performance windows with insulated solar glazing at the JSBCC to improve energy efficiency but also increase natural light indoors. ▪ JSBCC will include improvements/upgrades to the electrical, heating, ventilation, air conditioning, and plumbing systems that will reduce energy and water usage. ▪ PV Solar electricity system installed on the building rooftop ▪ Drought-tolerant landscaping and water efficient irrigation system ▪ Electrical Vehicle Charging Stalls	The Project would be in conformance with this goal.
Goal ECAE-1c	The City Will Encourage Energy Efficiency and Conservation in New Development	See response to Goal ECAE-1a above.	The Project would be in conformance with this goal.
Policy ECAE-1c-2	Encourage passive solar building design in new development.	See response to Goal ECAE-1a above.	The Project would be in conformance with this policy.
Policy ECAE-1c-7	As an alternative to natural gas, encourage building electrification, including electric heat pump appliances, space heaters, and water heaters.	See response to Goal ECAE-1a above. The JSBCC would also undergo electrical, heating, ventilation, air conditioning, and plumbing improvements. The Project may involve the installation of a new electrical transformer and a new main switch to replace the entrance sidewalk mounted transformer. The Project also may include HVAC improvements for the main gymnasium space, classrooms, offices, and reception areas, AV/IT room, electrical room, restrooms, and storage areas.	The Project would be in conformance with this policy.

Table 4.10-1. City of Oceanside General Plan Consistency Evaluation

Policy Number	Policy Text	Consistency Analysis	Conformance/Non-conformance
Goal ECAE-4a	The City Will Be Among The Most Water Efficient Local Jurisdictions In the San Diego Region	As discussed in the response to Goal ECAE-1a, the Project would plant drought-tolerant landscaping and incorporate a water efficient irrigation system. The Project would not interfere with the City's goal of becoming the most water efficient jurisdiction in the San Diego Region.	The Project would be in conformance with this goal.
Goal ECAE-5a	By 2035, The City Will Expand Its Tree Canopy To At Least 25% Coverage Citywide.	The City of Oceanside landscape regulations require a tree survey showing all existing trees on a Project site to be relocated or removed, labeled with tree type, quantities, and diameter at breast height for canopy trees and/or brown trunk height for palms. The City requires a 1:1 replacement ratio for all diameter at breast height and brown trunk height removed. The Project proposes removal of several existing palm trees and incorporation of a detailed landscape plan for the site, including tree and shrub plantings designed to enhance key site and architectural elements.	The Project would be in conformance with this goal.
Policy ECAE-5a-5	Pursue opportunities to increase the tree canopy on City-owned properties, including parks.	See response to Goal ECAE-5a above.	The Project would be in conformance with this policy.

4.11 Noise

This section describes the existing noise setting of the Project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures as necessary related to implementation of the proposed Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II Project (Project). Dudek completed on-site short-term sound measurements to determine the existing ambient noise environment and used noise predictive models to quantify noise levels from Project construction, on-site mechanical equipment operation, and Project off-site traffic noise contributions. Sound level measurement results and predictive noise modeling data are included in Appendix L of this programmatic environmental impact report (PEIR).

4.11.1 Existing Conditions

Fundamentals of Noise and Vibration

Sound, Noise, and Acoustics

Sound is a process that consists of three components: the sound source, sound path, and sound receiver. All three components must be present for sound to exist. Without a source to produce sound, there is no sound. Similarly, without a medium to transmit sound pressure waves, there is no sound. Finally, sound must be received; a hearing organ, sensor, or object must be present to perceive, register, or be affected by sound or noise. In most situations, there are many different sound sources, paths, and receptors rather than just one of each. Acoustics is the field of science that deals with the production, propagation, reception, effects, and control of sound. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired.

Sound Pressure Levels and Decibels

The amplitude of a sound determines its loudness. Loudness of sound increases with increasing amplitude. Sound pressure amplitude is measured in units of micronewton per square meter, also called micropascal. One micropascal is approximately one-hundred billionth (0.00000000001) of normal atmospheric pressure. The pressure of a very loud sound may be 200 million micropascals, or 10 million times the pressure of the weakest audible sound. Because expressing sound levels in terms of micropascal would be very cumbersome, sound pressure level in logarithmic units is used instead to describe the ratio of actual sound pressure to a reference pressure squared. These units are called Bels. To provide a finer resolution, a Bel is subdivided into 10 decibels (dB).

A-Weighted Sound Level

Sound pressure level alone is not a reliable indicator of loudness. The frequency, or pitch, of a sound also has a substantial effect on how humans will respond. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness, or human response, is determined by the characteristics of the human ear.

Human hearing is limited not only in the range of audible frequencies, but also in the way it perceives the sound in that range. In general, the healthy human ear is most sensitive to sounds between 1,000 and 5,000 hertz, and it perceives a sound within that range as more intense than a sound of higher or lower frequency with the same magnitude. To approximate the frequency response of the human ear, a series of sound level adjustments is usually applied to the sound measured by a sound level meter. The adjustments (referred to as a weighting network) are frequency dependent.

The A-scale weighting network approximates the frequency response of the average young ear when listening to ordinary sounds. When people make judgments about the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high noise levels or other special situations (e.g., B-scale, C-scale, D-scale), but these scales are rarely used in conjunction with most environmental noise. For a development like the Project, noise levels are reported in terms of A-weighted sound levels. All sound levels discussed in this report are A-weighted decibels (dBA). Examples of typical noise levels for common indoor and outdoor activities are depicted in Table 4.11-1.

Table 4.11-1. Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dB)	Common Indoor Activities
—	110	Rock band
Jet fly over at 300 meters (1,000 feet)	100	—
Gas lawn mower at 1 meter (3 feet)	90	—
Diesel truck at 15 meters (50 feet), at 80 kilometers per hour (50 miles per hour)	80	Food blender at 1 meter (3 feet); garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime; gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area; heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quiet urban, daytime	50	Large business office; dishwasher next room
Quiet urban, nighttime	40	Theater; large conference room (background)
Quiet suburban, nighttime	30	Library
Quiet rural, nighttime	20	Bedroom at night; concert hall (background)
—	10	Broadcast/Recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 2020.

Human Response to Changes in Noise Levels

The average healthy ear can barely perceive noise level changes of 3 dBA. A change of 5 dBA is readily perceptible, and a change of 10 dBA is *perceived* as twice (if a gain) or half (if a loss) as loud. A doubling of sound energy results in a 3-dBA increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a road) would result in a barely perceptible change in sound level.

Noise Descriptors

Units of measure have been developed to evaluate the long-term characteristics of sound. The energy-equivalent sound level (L_{eq}) is also referred to as the time-average sound level. It is the equivalent steady-state or constant sound level that in a stated period of time would contain the same acoustical energy as the time-varying sound level during the same time period. For instance, the 1-hour A-weighted equivalent sound level, $L_{eq}(h)$, is the energy average of the A-weighted sound levels occurring during a 1-hour period and is the basis for the City "general sound level limits" standards.

People are generally more sensitive to and thus potentially more annoyed by noise occurring during the evening and nighttime hours. Hence, another noise descriptor used in community noise assessments—the community noise equivalent level (CNEL)—represents a time-weighted, 24-hour average noise level based on the A-weighted sound level. However, unlike an unmodified 24-hour L_{eq} value, the CNEL descriptor accounts for increased noise sensitivity during the evening (7 p.m. to 10 p.m.) and nighttime (10 p.m. to 7 a.m.) by adding 5 dBA and 10 dBA, respectively, to the average sound levels occurring during these defined hours within a 24-hour period.

Sound Propagation

Sound propagation (how sound travels from a noise emission source to a receiver location) is influenced by multiple factors that include geometric spreading, ground absorption, atmospheric effects, and occlusion by natural terrain and/or features of the built environment.

Sound levels attenuate (or diminish) geometrically at a rate of approximately 6 dBA per doubling of distance from an outdoor point-type source due to the spherical spreading of sound energy with increasing distance traveled. The effects of atmospheric conditions such as humidity, temperature, and wind gradients are typically distance-dependent and can also temporarily either increase or decrease sound levels measured or perceived at a receptor location. In general, the greater the distance the receiver is from the source of sound emission, the greater the potential for variation in sound levels at the receptor due to these atmospheric effects. Additional attenuation can result from sound path occlusion and diffraction due to intervention of natural (ridgelines, dense forests, etc.) and built features (such as solid walls, buildings and other structures).

Ground-Borne Vibration Fundamentals

Ground-borne vibration is fluctuating or oscillatory motion transmitted through the ground mass (i.e., soils, clays, and rock strata). The strength of ground-borne vibration attenuates rapidly over distance. Some soil types transmit vibration quite efficiently; other types (primarily sandy soils) do not. Several basic measurement units are commonly used to describe the intensity of ground vibration. The descriptors used by the Federal Transit Administration (FTA) are peak particle velocity (PPV), in units of inches per second (ips), and velocity decibel (VdB) that is based on a root-mean square of the vibration signal magnitude. The calculation to determine PPV at a given distance is as follows:

$$PPV_{distance} = PPV_{ref} * (25/D)^{1.5}$$

Where:

$PPV_{distance}$ = the peak particle velocity in ips of the equipment adjusted for distance
PPV_{ref} = the reference vibration level in ips at 25 feet
D = the distance from the equipment to the receiver

Ambient Noise Survey

Field measurements of sound pressure level (SPL) were conducted near the Project site on February 5, 2025, to quantify and characterize the existing outdoor ambient sound levels. Table 4.11-2 provides the location, date, and time at which these baseline noise level measurements were performed by an attending Dudek field investigator using a Rion-branded Model NL-62 sound level meter (SLM) equipped with a 0.5-inch, pre-polarized condenser microphone with pre- amplifier. The SLM meets the current American National Standards Institute standard for a Type 1 (Precision Grade) sound level meter. The accuracy of the SLM was verified using a field calibrator before and after

the measurements, and the measurements were conducted with the microphone positioned approximately 5 feet above ground level.

Five short-term (ST) noise level measurement locations (ST1–ST5) that represent existing noise-sensitive receivers were selected near the Project site. These locations are depicted as receivers ST1–ST5 on Figure 4.11-1, Baseline Outdoor Ambient SPL Measurement Locations. The measured L_{eq} and L_{max} noise levels are provided in Table 4.11-2. The primary noise sources at the sites identified in Table 4.11-2 consisted of traffic along adjacent roadways, aircraft and helicopter noise, construction noise, prevailing winds and waves crashing, and distant conversations. Beyond the summarized information presented in Table 4.11-2, detailed noise measurement data is included in Appendix L.

Table 4.11-2. Measured Baseline Outdoor Ambient Sound Levels

Site	Location/Address	Date/Time	L_{eq} (dBA)	L_{max} (dBA)
ST1	Northwest of Junior Seau Beach Community Center (JSBCC)	2025-02-05, 09:54 a.m. to 10:09 a.m.	54.2	55.8
ST2	Northern intersection of Pier View Way and North Pacific Street	2025-02-05, 10:14 a.m. to 10:29 a.m.	59.5	68.2
ST3	Along North Pacific Street adjacent to Hyatt Mission Pacific Beach Resort	2025-02-05, 10:34 a.m. to 10:49 a.m.	62.3	68.4
ST4	Northern intersection of 1st Street and North Pacific Street	2025-02-05, 10:52 a.m. to 11:07 a.m.	62.4	69.5
ST5	Southern boundary of Strand Beach Park along The Strand	2025-02-05, 11:11 a.m. to 11:26 a.m.	61.3	62.9

Source: Appendix L.
Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); L_{max} = maximum sound level during the measurement interval; dBA = A-weighted decibels; ST = short-term noise measurement locations.

Generally, the measured samples of daytime L_{eq} are consistent with expectations. As shown in Table 4.11-2, the measured SPL ranged from approximately 54.2 dBA L_{eq} at ST1 to 62.4 dBA L_{eq} at ST4, which is consistent with the measurement locations' proximity to pedestrian foot traffic along near Oceanside Municipal Pier and the beach boardwalks, as well as moderately trafficked roadways, such as North Pacific Street and The Strand.

4.11.2 Regulatory Setting

Federal

Federal Transit Administration

In its Transit Noise and Vibration Impact Assessment guidance manual, the Federal Transit Administration (FTA) recommends a daytime construction noise level threshold of 80 dBA L_{eq} over an 8-hour period when detailed construction noise assessments are performed to evaluate potential impacts to community residences surrounding a project (FTA 2018). Although this FTA guidance is not a regulation, it can serve as a quantified standard in the absence of such limits at the state and local jurisdictional levels.

State

California Code of Regulations, Title 24

Title 24 of the California Code of Regulations sets standards that new development in California must meet. According to Title 24, interior noise levels are not to exceed 45 dBA CNEL for new multifamily residences, hotels, and other attached residences.

Title 24 also requires that an interior acoustical study demonstrating that interior noise levels due to exterior sources will be less than or equal to 45 dBA CNEL be performed for affected multifamily structures and hotels that are exposed to exterior noise levels in excess of 60 dBA CNEL.

California Department of Health Services Guidelines

The California Department of Health Services has developed guidelines of community noise acceptability for use by local agencies. Selected relevant levels are listed here:

- ***Below 60 dBA CNEL:*** normally acceptable for low-density residential use
- ***50 to 70 dBA CNEL:*** conditionally acceptable for low-density residential use
- ***Below 65 dBA CNEL:*** normally acceptable for high-density residential use and transient lodging
- ***60 to 70 dBA CNEL:*** conditionally acceptable for high-density residential, transient lodging, churches, educational, and medical facilities

California Department of Transportation

In its Transportation and Construction Vibration Guidance Manual (Caltrans 2020), the California Department of Transportation (Caltrans) recommends 0.5 ips peak particle velocity (PPV) as a threshold for the avoidance of structural damage to typical newer residential buildings exposed to continuous or frequent intermittent sources of ground-borne vibration. For transient vibration events, such as blasting, the damage risk threshold would be 1.0 ips PPV (Caltrans 2020) at the same type of newer residential structures. For older structures, these guidance thresholds would be more stringent: 0.3 ips PPV for continuous/intermittent vibration sources, and 0.5 ips PPV for transient vibration events. With respect to human annoyance, Caltrans guidance indicates that building occupants exposed to continuous ground-borne vibration in the range of 0.2 to 0.6 ips PPV would find it “unpleasant” or “annoying” and thus a likely significant impact. Although these Caltrans guidance thresholds are not regulations, they can serve as quantified standards in the absence of such limits at the local jurisdictional level.

Local

City of Oceanside General Plan Noise Element

The Noise Element of the City of Oceanside (City) General Plan establishes target maximum noise levels in the City. The Noise Element provides the following limitations on construction noise (City of Oceanside 2002):

1. It should be unlawful for any person within any residential zone or 500 feet therefrom to operate any pile driver, power shovel, pneumatic, power hoist, or other construction equipment between 8:00 p.m. and 7:00 a.m. generating an ambient noise level of 50 dBA at any property line unless an emergency exists.

2. It should be unlawful for any person to operate any construction equipment at a level in excess of 85 dBA at 100 feet from the source.
3. It should be unlawful for any person to engage in construction activities between 6:00 p.m. and 7:00 a.m. when such activities exceed the ambient noise level by 5 dBA. A special permit may be granted by the Director of Public Works if extenuating circumstances exist.

The Noise Element addresses nuisance noise and states that it should be unlawful for any person to make or continue any loud, unnecessary noise that causes annoyance to any reasonable person of normal sensitivity.

The Oceanside Noise Element outlines general goals, objectives, and noise policies as follows:

Goal. To minimize the effects of excessive noise in the City of Oceanside.

Objective. To protect the residents and visitors to Oceanside from noise pollution. To improve the quality of Oceanside's environment.

Policies:

- Noise levels shall not be so loud as to cause danger to public health in all zones except manufacturing zones where noise levels may be greater.
- Noise shall be controlled at the source where possible.
- Noise shall be intercepted by barriers or dissipated by space where the source cannot be controlled.
- Noise levels shall be considered in any change to the Land Use and Circulation Elements of the City's General Plan.
- Noise levels of City vehicles, construction equipment, and garbage trucks shall be reduced to acceptable levels.

In a manner similar to the state's land use planning guidelines, the City's Noise Element establishes an implementation recommendation (No. 5) that puts attention to the careful planning of future residents in areas "subjected to noise levels of 65 dBA or higher."

For interior noise, the Noise Element refers to the Title 24 noise insulation standard: 45 dBA CNEL as the maximum acceptable level for inhabited rooms when exterior noise levels are 60 dBA CNEL or more. This implies that if windows and doors are required to be closed to meet this standard, then mechanical ventilation (i.e., air conditioning) shall be included in the Project design.

City of Oceanside Transportation-Related Noise Standards

The City's Noise Element establishes a policy for exterior sensitive areas to be protected from high noise levels. The Noise Element sets 65 dBA CNEL for the outdoor areas and interior noise levels of less than 45 dBA CNEL as the "normally acceptable" level.

For interior noise, the Noise Element also establishes 45 dBA CNEL as the maximum acceptable level for habitable rooms when exterior noise levels are 60 dBA CNEL or more. If windows and doors are required to be closed to meet this standard, mechanical ventilation (i.e., air conditioning) shall be included in the Project design.

City of Oceanside Municipal Code (Noise Control Ordinance)

Chapter 38 of the Oceanside Municipal Code governs operational noise and contains the maximum 1-hour average sound levels for various land uses for operational noise (Table 4.11-3) generated by sources within or affecting each land use zone. The Noise Ordinance sets an allowed level for single-family and medium-density residential areas to 50 dBA L_{eq} from 7:00 a.m. to 9:59 p.m., and 45 dBA L_{eq} from 10:00 p.m. to 6:59 a.m. High density residential areas are limited to 55 dBA L_{eq} from 7:00 a.m. to 9:59 p.m. and 50 dBA L_{eq} from 10:00 p.m. to 6:59 a.m. In commercial zones, noise generation is limited to 65 dBA L_{eq} from 7:00 a.m. to 9:59 p.m. and 60 dBA L_{eq} from 10:00 p.m. to 6:59 a.m. Where two land use zones abut one another, the more restrictive noise limit is enforced along the common boundary between the two land uses.

Table 4.11-3. City of Oceanside Exterior Noise Standards

Zone	Applicable Limit (decibels) [1]	Time Period
Residential Estate, Single-Family Residential, Medium Density Residential, Agricultural, Open Space	50 45	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
High Density, Residential Tourist	55 50	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
Commercial	65 60	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
Industrial	70 65	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.
Downtown	65 55	7:00 a.m. to 9:59 p.m. 10:00 p.m. to 6:59 a.m.

Note:
[1] 1-hour average sound level.

Construction activities are subject to Section 38.17 of the Noise Ordinance (City of Oceanside 2022), which specifically prohibits the operation of any pneumatic or air hammer, pile driver, steam shovel, derrick, steam or electric hoist, parking lot cleaning equipment, or other appliance, the use of which is attended by loud or unusual noise, between the hours of 10:00 p.m. and 7:00 a.m.

Section 38.16 prohibits nuisance noise as recommended in the City's General Plan Noise Element. It is unlawful for any person to make, continue, or cause to be made or continued within the limits of the City any disturbing, excessive, or offensive noise that causes discomfort or annoyance to reasonable persons of normal sensitivity.

City of Oceanside Engineering Manual

Construction noise in Oceanside is governed by the City's Engineering Manual. Construction is normally limited to the hours between 7:00 a.m. and 6:00 p.m., Monday through Friday. However, Saturday construction is allowed by approval from City Engineer (or designee). More specifically, the City's 1st Engineering Manual (Engineers Design and Processing Manual Appendix Construction Guidelines and Requirements) states the following on pages 139 and 159 (City of Oceanside 2004):

- All operations conducted on the premises, including the warming up, repair, arrival, departure, or running of trucks, earthmoving equipment, construction equipment, and any other associated equipment shall be limited to the period between 7:00 a.m. and 6:00 p.m. each day, Monday through Friday, and no

earthmoving or grading operations shall be conducted on the premises on Saturdays, Sundays or legal holidays, unless waived by the City Engineer.

- Hours of Operation: 7:00 am to 6:00 p.m. M-F, including equipment warm-up.

4.11.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts related to noise are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. For the purposes of this Project, a significant impact related to noise would occur if the Project would:

1. Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
2. Result in generation of excessive ground-borne vibration or ground-borne noise levels.
3. 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.

In light of these significance criteria, this analysis uses the following standards to evaluate potential noise and vibration impacts.

- Construction noise –The City's General Plan allows noise from construction equipment operation to be as high as 85 dBA at 100 feet from the source. Applying the principles of sound propagation for a point-type source, this level means 91 dBA at 50 feet, which is greater than the maximum sound levels of most operating construction equipment. The apparent proximity of existing residential receptors to the north, east, and south of the Project site suggests that source-to-receiver distances would be as short as approximately 70 feet. Additionally, most construction equipment and vehicles on a project site do not operate continuously; therefore, consistent with the FTA guidance mentioned in Section 4.11.2, Regulatory Setting, this analysis will use 80 dBA L_{eq} over an 8-hour period as the construction noise impact criterion during daytime hours (7:00 a.m. to 6:00 p.m.). If construction work were to occur outside these hours, the impact threshold would align with the City's General Plan requirement during such hours: no more than a 5 dBA increase over existing ambient noise levels.
- Off-site Project-attributed transportation noise – For purposes of this analysis, a noise impact due to transportation noise would be considered significant if predicted noise levels exceeded the Federal Interagency Committee on Noise (FICON) thresholds noted below. An impact due to the Project contribution to existing and future predicted ambient noise levels would be considered significant if it meets the following criteria (FICON 1992):
  - Outdoor ambient sound level without the Project is less than 60 dBA L_{dn}, then a Project-attributed increase of 5 dBA or more would be considered significant
  - Outdoor ambient sound level without the Project is between 60 and 65 dBA L_{dn}, Project-attributed increase of 3 dBA or more would be considered significant
  - Outdoor ambient sound level without the Project is greater than 65 dBA L_{dn}, then Project-attributed increase of 1.5 dBA or more would be considered significant
- Off-site Project-attributed operational noise – For purposes for this analysis, a noise impact would be considered significant if noise from any typical operation of heating, ventilation, and air conditioning, other

electro-mechanical systems, and other activity associated with the proposed Project operations exceeded 65 dBA hourly L_{eq} from 7:00 a.m. to 9:59 p.m., and 55 dBA hourly L_{eq} from 10:00 p.m. to 6:59 a.m. at the nearest noise-sensitive receptors. These are the City's thresholds for the Downtown Zone in which the Project site and the adjoining properties to the north, east, and south of it are designated.

- Construction vibration – Guidance from Caltrans indicates that occupants within a structure would consider a vibration velocity level of 0.2 to 0.6 ips PPV annoying (Caltrans 2020). As for the receiving structure itself, Caltrans guidance identifies a vibration level of 0.5 ips PPV as the threshold for building damage risk to a newer residential structure or 0.3 ips PPV for an older residential structure.

4.11.4 Impacts Analysis

Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Short-Term Construction Noise

The analysis below is structured to assess the Project's potential short-term construction noise impacts at the nearest noise-sensitive receptors to both Alternative 1 (i.e., Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Operations, Community Plaza Area and Public Accommodations; Junior Seau Beach Community Center; and Junior Seau Amphitheater and Bandshell) and Alternative 2 (i.e., Betty's Lot) at the component-level. Alternative 3, the No Project Alternative, is also assessed separately within this analysis. Construction noise and vibration are temporary, with emission levels varying from hour to hour and day to day depending on the equipment in use, the operations performed, and the distance between the source and receptor. Equipment that would be in use during construction would include, in part, graders, backhoes, rubber-tired dozers, loaders, cranes, forklifts, pavers, rollers, and air compressors. The typical maximum noise levels at a distance of 50 feet from various pieces of construction equipment and activities anticipated for use on the Project site are presented in Table 4.11-4. The equipment noise levels presented in Table 4.11-4 are maximum noise levels. Usually, construction equipment operates in alternating cycles of full power and low power, producing average noise levels over time that are less than the maximum noise level. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of construction activities during that time.

Table 4.11-4. Typical Construction Equipment Maximum Noise Levels

Equipment Type	Typical Equipment (L_{max}, dBA at 50 Feet)
All Other Equipment > 5 HP	85
Backhoe	78
Compressor (air)	78
Concrete Saw	90
Crane	81
Dozer	82
Excavator	81
Flat Bed Truck	74
Front End Loader	79
Generator	72
Grader	85

Table 4.11-4. Typical Construction Equipment Maximum Noise Levels

Equipment Type	Typical Equipment (L_{max}, dBA at 50 Feet)
Man Lift	75
Paver	77
Roller	80
Scraper	84
Welder / Torch	73

Source: D0T 2006.
Note: L_{max} = maximum sound level; dBA = A-weighted decibels.

Aggregate noise emission from proposed Project construction activities, broken down by sequential phase, was predicted at two evaluation distances to the nearest existing noise-sensitive receptor: (1) from the nearest position of the construction site boundary and (2) from the geographic center of the construction site, which serves as the time-averaged location or geographic *acoustical centroid* of active construction equipment for the phase under study. The intent of the former distance is to help evaluate anticipated construction noise from the quantity of equipment or vehicle activity expected to be at the boundary for some period of time, which would be most appropriate for phases such as site preparation, grading, and paving. The latter distance is used in a manner similar to the general assessment technique as described in the FTA guidance for construction noise assessment, when the location of individual equipment for a given construction phase is uncertain over some extent of (or the entirety of) the construction site area. In this studied scenario, because of the equipment location uncertainty, the two loudest pieces of equipment for a construction phase is evaluated as operating from the nearest position of the construction boundary to the nearest existing noise-sensitive receptor, while all other equipment for a construction phase is evaluated—on average—from the acoustical centroid position. Table 4.11-5 summarizes these two distances to the apparent closest noise-sensitive receptor for each of the four Project construction phases. This analysis assumes that the equipment may be operating up to all 8 hours per day, including the two loudest construction equipment at the site boundary and all other equipment at the acoustical centroid, which intends to be a geographic average position for all equipment during the indicated phase.

Table 4.11-5. Estimated Distances Between Construction Activities and the Nearest Noise-Sensitive Receptors

Construction Phase	Distance from Nearest Noise-Sensitive Receptor to Construction Site Boundary (Feet)	Distance from Nearest Noise-Sensitive Receptor to Acoustical Centroid of Site (Feet)
Alternative 1 - Pier View Way Bridges and Lifeguard Headquarters Phase		
Demolition	100	210
Site Preparation – Rock/Riprap Removal	100	210
Grading – Restore Beach Access	100	210
New Pier and Building Construction	100	210
Paving	100	210
Architectural Coating	100	210

Table 4.11-5. Estimated Distances Between Construction Activities and the Nearest Noise-Sensitive Receptors

Construction Phase	Distance from Nearest Noise-Sensitive Receptor to Construction Site Boundary (Feet)	Distance from Nearest Noise-Sensitive Receptor to Acoustical Centroid of Site (Feet)
Alternative 1 - Beachfront Facilities Phase		
JSBCC Construction		
Demolition	20	150
Site Preparation	20	150
Grading/Earthwork	20	150
New Construction	20	150
Paving - Landscape and Site Construction	20	150
Architectural Coating/ Finishing	20	150
Amphitheater and Bandshell Construction		
Demolition	110	190
Site Preparation	110	190
Grading/Earthwork	110	190
New Construction	110	190
Paving - Landscape and Site Construction	110	190
Architectural Coating/ Finishing	110	190
Alternative 2 – Betty's Lot		
Demolition	80	170
Site Preparation	80	170
Grading/Earthwork	80	170
New Construction	80	170
Paving - Landscape and Site Construction	80	170
Architectural Coating/ Finishing	80	170

A Microsoft Excel–based noise prediction model using reference data from the Federal Highway Administration Roadway Construction Noise Model (RCNM) (FHWA 2008) was used to estimate construction noise levels at the nearest occupied noise-sensitive land uses. (Although the RCNM was funded and promulgated by the Federal Highway Administration, it is often used for non-roadway projects, because the same types of construction equipment used for roadway projects are often used for other types of construction.) Input variables for the predictive modeling consist of the equipment type and number of each (e.g., two graders, a loader, a tractor), the duty cycle for each piece of equipment (e.g., percentage of time within a specific time period, such as an hour, when the equipment is expected to operate at full power or capacity and thus make noise at a level comparable to what is presented in Table 4.11-4), and the distance from the noise-sensitive receivers. The predictive model also considers how many hours that equipment may be on site and operating (or idling) within an established work shift.

Conservatively, as those features would lower the noise levels at sensitive receptors, no topographical or structural shielding was assumed in the modeling. The RCNM has default acoustical usage factor values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. Those acoustical usage factor values, which define durations of equipment operation at maximum noise level (L_{max}) intensity, were used for this noise analysis and are detailed in Appendix L.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Pier View Way Bridges (Design Option 2: Reconstruction), Lifeguard Headquarters, Lifeguard Operations Building (Design Option 2: Modified Three-Story Building), Community Plaza Area and Public Accommodations

Table 4.11-6 presents the predicted 8-hour L_{eq} for each activity phase during the construction of the Pier View Way Bridges and Lifeguard Headquarters Phase. The studied nearest noise-sensitive receptor is a six-story hotel approximately 100 feet northeast from the Project construction boundary; both the first and sixth floors of the hotel were studied in the predictive model.

Table 4.11-6. Predicted Construction Noise Levels – Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Operations, Community Plaza Area and Public Accommodations Phase

Studied Receptor	Construction Phase	Floor Number	Predicted 8-Hour L_{eq} by Construction Phase (dBA)
Hotel – Northeast of Project (Club Wyndham Oceanside Pier Resort)	Demolition	1st	77.5
		6th	78.5
	Site Preparation – Rock/Riprap Removal	1st	73.3
		6th	73.3
	Grading – Restore Beach Access	1st	76.8
		6th	77.0
	New Pier and Building Construction	1st	79.4
		6th	79.6
	Paving	1st	70.1
		6th	70.3
	Architectural Coating	1st	69.6
		6th	69.6

Notes: L_{eq} = equivalent noise level; dBA = A-weighted decibels.

As presented in Table 4.11-6, the highest estimated construction noise levels are predicted to be up to 79.6 dBA L_{eq} over an 8-hour period at the nearest noise-sensitive receptor (on the sixth floor, as close as 100 feet away) during the New Pier and Building Construction activity phase, which would be approximately 20.1 dBA higher than the measured outdoor ambient noise level at ST2. While such noise levels would represent an audible change to the existing ambient noise environment, construction would be temporary and short-term. Thus, short-term construction noise would not result in generation of a substantial temporary increase in ambient noise levels in the vicinity of the Project in excess of the FTA guidance of 80 dBA L_{eq} over an 8-hour period and impacts during the

construction of the Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Operations Building, Community Plaza Area, and Public Accommodations would be **less than significant**.

Junior Seau Beach Community Center

Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements

Table 4.11-7 presents the predicted 8-hour L_{eq} for each activity phase during the construction of the Junior Seau Beach Community Center (Beachfront Facilities Phase). The studied nearest noise-sensitive receptor is a two-story multifamily residential complex approximately 20 feet north from the Project construction boundary; both the first and second floors of the multifamily complex were studied.

Table 4.11-7. Predicted Construction Noise Levels – Junior Seau Beach Community Center – Unmitigated

Studied Receptor	Construction Phase	Floor Number	Predicted 8-Hour L_{eq} by Construction Phase (dBA)
Multifamily – North of project	Demolition	1st	**89.5**
		2nd	**89.5**
	Site Preparation	1st	**87.4**
		2nd	**87.4**
	Grading/Earthwork	1st	**91.5**
		2nd	**91.5**
	New Construction	1st	**84.1**
		2nd	**84.1**
	Paving – Landscape and Site Construction	1st	**83.8**
		2nd	**83.8**
	Architectural Coating / Finishing	1st	**83.7**
		2nd	**83.7**

Notes: L_{eq} = equivalent noise level; dBA = A-weighted decibels. **Bold** values indicate an exceedance when compared to the FTA 80 dBA 8-hour construction noise threshold.

As presented in Table 4.11-7, the highest estimated construction noise levels are predicted to be up to 91.5 dBA L_{eq} over an 8-hour period at the nearest noise-sensitive receptor (as close as 20 feet away) during the Grading/Earthwork activity phase, which would be approximately 37.3 dBA higher than the measured outdoor ambient noise level at ST1, and result in an exceedance of the FTA guidance of 80 dBA L_{eq} over an 8-hour period.

Thus, Mitigation Measure (MM) NOI-1 is recommended, which would require the Project to implement certain noise reduction measures as site conditions warrant. Proper implementation of MM-NOI-1 would reduce noise levels by up to 12 dB if a 13-foot-tall temporary construction noise barrier is implemented during each construction phase on the northern Project boundary. Implementation of MM-NOI-1 would correspondingly reduce the highest predicted estimated non-mitigated construction noise level from 91.5 to 80.0 dBA L_{eq} during the Grading/Earthwork phase, which would be within the applicable FTA guidance of 80 dBA L_{eq} over an 8-hour period.

Table 4.11-8 shows the predicted aggregate noise levels for construction activities when the 13-foot-tall temporary construction noise barrier described in MM-NOI-1 is implemented during the six studied construction phases, strategically placed along the northern boundary of the Project site.

Table 4.11-8. Predicted Construction Noise Levels – Junior Seau Beach Community Center – Mitigated (MM-NOI-1)

Studied Receptor	Construction Phase	Floor Number	Predicted 8-Hour L_{eq} by Construction Phase (dBA)
Multifamily – North of Project	Demolition	1st	73.7
		2nd	79.0
	Site Preparation	1st	71.5
		2nd	75.4
	Grading/Earthwork	1st	75.6
		2nd	80.0
	New Construction	1st	68.2
		2nd	72.9
	Paving – Landscape and Site Construction	1st	68.0
		2nd	72.8
	Architectural Coating / Finishing	1st	67.8
		2nd	72.2

Notes: L_{eq} = equivalent noise level; dBA = A-weighted decibels. **Bold** values indicate an exceedance when compared to the FTA 80 dBA 8-hour construction noise threshold.

As presented in Table 4.11-8, with the implementation of MM-NOI-1, the highest estimated construction noise levels are predicted to be up to 80.0 dBA L_{eq} over an 8-hour period at the nearest noise-sensitive receptor (as close as 20 feet away) during the Grading/Earthwork activity phase, which would be approximately 25.8 dBA higher than the measured outdoor ambient noise level at ST1. While such noise levels would represent an audible change to the existing ambient noise environment, construction would be temporary and short-term. Thus, with the implementation of MM-NOI-1, short-term construction noise would not result in generation of a substantial temporary increase in ambient noise levels in the vicinity of the Project in excess of the FTA guidance of 80 dBA L_{eq} over an 8-hour period and impacts during the construction of the Junior Seau Beach Community Center would be **less than significant**.

Junior Seau Amphitheater and Bandshell

Junior Seau Amphitheater (Design Option 3: Reduced Profile and Elevator Relocation) and Junior Seau Bandshell (Design Option 3: Reduced Height and Closed Bandshell [Complies with Proposition A])

Table 4.11-9 presents the predicted 8-hour L_{eq} for each activity phase during the construction of the Junior Seau Amphitheater and Bandshell (Beachfront Facilities Phase). The studied nearest noise-sensitive receptor is a five-story multifamily apartment building approximately 110 feet northeast from the Project construction boundary; both the first and fifth floors of the multifamily building were studied in the predictive model.

Table 4.11-9. Predicted Construction Noise Levels – Junior Seau Amphitheater and Bandshell

Studied Receptor	Construction Phase	Floor Number	Predicted 8-Hour L_{eq} by Construction Phase (dBA)
Multifamily – Northeast of Project	Demolition	1st	79.1
		5th	79.1
	Site Preparation	1st	72.5
		5th	72.5
	Grading/Earthwork	1st	77.3
		5th	77.3
	New Construction	1st	74.6
		5th	74.6
	Paving – Landscape and Site Construction	1st	75.0
		5th	75.0
	Architectural Coating / Finishing	1st	72.4
		5th	72.4

Notes: L_{eq} = equivalent noise level; dBA = A-weighted decibels.

As presented in Table 4.11-9, the highest estimated construction noise levels are predicted to be up to 79.1 dBA L_{eq} over an 8-hour period at the nearest noise-sensitive receptor (on the first and fifth floor, as close as 110 feet away) during the Demolition activity phase, which would be approximately 16.8 dBA higher than the measured outdoor ambient noise level at ST3. While such noise levels would represent an audible change to the existing ambient noise environment, construction would be temporary and short-term. Thus, short-term construction noise would not result in generation of a substantial temporary increase in ambient noise levels in the vicinity of the Project in excess of the FTA guidance of 80 dBA L_{eq} over an 8-hour period and impacts during the construction of the Junior Seau Amphitheater and Bandshell would be **less than significant**.

Alternative 2: Betty's Lot

Proposed Project improvements of Betty's Lot have been only developed at the concept level and as part of a long-range possibility for future enhancement and/or expansion of public facilities. Consideration of Betty's Lot as a site for improvements would require future design. Such programmatic design may include the following components: preservation of the Strand-level parking lot, community recreation classrooms, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. These components would require project-level review once design details are further defined and confirmed. Therefore, a programmatic level assessment of the potential construction noise impacts related to the improvements of Betty's Lot is provided below.

Betty's Lot, Strand-Level Parking Structure, Mid-Level Park and Community Amenities, Street-Level Pedestrian Improvements

Table 4.11-10 presents the predicted 8-hour L_{eq} for each activity phase during the construction/improvements of Betty's Lot and its components, including the Strand-level parking lot, community recreation classrooms, a mid-level park and multi-use surface courts. The studied nearest noise-sensitive receptor is a six-story hotel approximately 80 feet northeast from the Project construction boundary; both the first and fourth floors of the hotel were studied in the predictive model.

Table 4.11-10. Predicted Construction Noise Levels – Betty's Lot

Studied Receptor	Construction Phase	Floor Number	Predicted 8-Hour L_{eq} by Construction Phase (dBA)
Hotel – Northeast of Project (The Seabird Ocean Resort & Spa)	Demolition	1st	79.1
		4th	80.0
	Site Preparation	1st	75.2
		4th	75.2
	Grading/Earthwork	1st	79.7
		4th	79.9
	New Construction	1st	75.3
		4th	76.1
	Paving – Landscape and Site Construction	1st	75.6
		4th	76.5
	Architectural Coating / Finishing	1st	73.7
		4th	74.3

Notes: L_{eq} = equivalent noise level; dBA = A-weighted decibels.

As presented in Table 4.11-10, the highest estimated construction noise levels are predicted to be up to 80.0 dBA L_{eq} over an 8-hour period at the nearest noise-sensitive receptor (on the fourth floor, as close as 110 feet away) during the Demolition activity phase, which would be approximately 17.6 dBA higher than the measured outdoor ambient noise level at ST4. While such noise levels would represent an audible change to the existing ambient noise environment, construction would be temporary and short-term. Thus, short-term construction noise would not result in generation of a substantial temporary increase in ambient noise levels in the vicinity of the Project in excess of the FTA guidance of 80 dBA L_{eq} over an 8-hour period and impacts during the construction and improvement of Betty's Lot would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the City's existing recreational facilities would be utilized under their existing condition and with continued use of regional and neighborhood parks at the current and projected growth rates. The City's ongoing management and maintenance protocols are expected to continue. For the on-site Project facilities, none of the proposed enhancements, renovations, or reconstructions would be implemented; thus, new construction related to Alternative 1 and/or Alternative 2 would not occur. Therefore, construction noise impacts under Alternative 3 are determined to be **less than significant.**

Off-Site Construction Activities

The analysis below is structured to assess the Project's potential noise impacts of off-site construction activities (i.e., construction traffic) at the nearest noise-sensitive receptors to both Alternative 1 (i.e., Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Operations, Community Plaza Area and Public Accommodations; Junior Seau Beach Community Center; and Junior Seau Amphitheater and Bandshell) and Alternative 2 (i.e., Betty's Lot) at the component-level. Alternative 3, the No Project Alternative, is also assessed separately within this analysis. Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Pier View Way Bridges (Design Option 2: Reconstruction), Lifeguard Headquarters, Lifeguard Operations Building (Design Option 2: Modified Three-Story Building), Community Plaza Area and Public Accommodations

Construction of the Pier View Way Bridges, Lifeguard Headquarters, and Lifeguard Operations Building would result in local, short-term increases in roadway noise as a result of construction traffic. Based on information developed as part of the Project's air quality analysis, Project-related traffic would include workers commuting to and from the Project site as well as vendor and haul trucks bringing or removing materials. The highest number of average daily worker trips for all construction phases would be 60 worker trips, 4 vendor trips, and 20 haul truck trips (for a maximum total of 84 one-way trips), occurring during the Demolition and Site Preparation phase.

Based upon the San Diego Association of Governments (SANDAG) Traffic Forecast Information Center (TFIC), the existing (2025) Average Daily Traffic (ADT) volume on North Pacific Street from Civic Center Drive to Pier View Way is approximately 2,400 per day. Comparing the maximum number of daily construction-related trips (a total of 84 one-way trips, and an adjusted Passenger Car Equivalent (PCE) total of 108 one-way trips and 216 round trips, assuming that each vendor truck and haul truck generates as much noise as two passenger vehicles) to the average daily traffic volume of 2,400 PCE trips, the additional vehicle trips would amount to a worst-case increase of approximately 9%. Based upon the fundamentals of acoustics, a 100% increase would be needed to result in a 3-dB increase in noise levels, which would be just audible to the average human listener. A 9% increase due to the Project would result in an increase in noise level over existing of less than 1 dB and would not be audible to the average human listener.

The ST2 measurement location is the most representative measurement conducted in the area for nearby noise-sensitive receptors. The ST2 location would be theoretically subjected to construction traffic accessing the site from North Pacific Street. The measured daytime ambient noise level at ST2 was 59.5 dBA, as noted in Table 4.11-2. Following FTA guidance found in Table 4-17 of the Transit Noise and Vibration Impact Assessment Manual, the estimated nighttime ambient noise level would be approximately 10 dBA less than the measured daytime noise level of 59.5 dBA, for an estimated nighttime level of 49.5 dBA and a calculated L_{dn} of 59.5 dBA. According to the FICON thresholds presented in Section 4.11.3, Thresholds of Significance, an increase of 5 dBA or more would be considered significant if the ambient sound level without the Project is less than 60 dBA L_{dn}. Therefore, traffic related to construction activities would not result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of the FICON thresholds presented in Section 4.11.3 above (i.e., an increase of more than 5 dBA when the ambient sound level is less than 60 L_{dn}/CNEL) and would thus be considered **less than significant**.

Junior Seau Beach Community Center

Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements

Construction of the Junior Seau Beach Community Center would result in local, short-term increases in roadway noise as a result of construction traffic. The highest number of average daily worker trips for all construction phases would be 35 worker trips and 18 vendor trips (for a maximum total of 53 one-way trips), occurring during the New Construction phase.

Based upon the SANDAG TFIC, the existing (2025) ADT volume on North Pacific Street from Civic Center Drive to Pier View Way is approximately 2,400 per day. Comparing the maximum number of daily construction-related trips (a total of 53 one-way trips, and an adjusted PCE total of 71 one-way trips and 142 round trips, assuming that each vendor truck generates as much noise as two passenger vehicles) to the average daily traffic volume of 2,400 PCE trips, the additional vehicle trips would amount to a worst-case increase of approximately 6%. Based upon the fundamentals of acoustics, a 100% increase would be needed to result in a 3-dB increase in noise levels, which would be just audible to the average human listener. A 6% increase due to the Project would result in an increase in noise level over existing of less than 1 dB and would not be audible to the average human listener.

The ST1 measurement location is the most representative measurement conducted in the area for nearby noise-sensitive receptors. The ST1 location would be theoretically subjected to construction traffic accessing the site from North Pacific Street. The measured daytime ambient noise level at ST1 was 54.2 dBA, as noted in Table 4.11-2. Following FTA guidance found in Table 4-17 of the Transit Noise and Vibration Impact Assessment Manual, the estimated nighttime ambient noise level would be approximately 10 dBA less than the measured daytime noise level of 54.2 dBA, for an estimated nighttime level of 44.2 dBA and a calculated L_{dn} of 54.2 dBA. According to the FICON thresholds presented in Section 4.11.3, an increase of 5 dBA or more would be considered significant if the ambient sound level without the Project is less than 60 dBA L_{dn}. Therefore, traffic related to construction activities would not result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of the FICON thresholds presented in Section 4.11.3 above (i.e., an increase of more than 5 dBA when the ambient sound level is less than 60 L_{dn}/CNEL) and would thus be considered **less than significant**.

Junior Seau Amphitheater and Bandshell

Junior Seau Amphitheater (Design Option 3: Reduced Profile and Elevator Relocation) and Junior Seau Bandshell (Design Option 3: Reduced Height and Closed Bandshell [Complies with Proposition A])

Construction of the Junior Seau Amphitheater and Bandshell would result in local, short-term increases in roadway noise as a result of construction traffic. The highest number of average daily worker trips for all construction phases would be 60 worker trips and 30 vendor trips (for a maximum total of 90 one-way trips), occurring during the New Construction phase.

Based upon the SANDAG TFIC, the existing (2025) ADT volume on North Pacific Street from Pier View Way to Mission Avenue is approximately 2,000 per day. Comparing the maximum number of daily construction-related trips (a total of 90 one-way trips, and an adjusted PCE total of 120 one-way trips and 240 round trips, assuming that each vendor truck generates as much noise as two passenger vehicles) to the average daily traffic volume of 2,000 PCE trips, the additional vehicle trips would amount to a worst-case increase of approximately 12%. Based upon the fundamentals of acoustics, a 100% increase would be needed to result in a 3 dB increase in noise levels, which would be just audible to the average human listener. A 12% increase due to the Project would result in an increase in noise level over existing of less than 1 dB and would not be audible to the average human listener.

The ST3 measurement location is the most representative measurement conducted in the area for nearby noise-sensitive receptors. The ST3 location would be theoretically subjected to construction traffic accessing the site from North Pacific Street. The measured daytime ambient noise level at ST3 was 62.3 dBA, as noted in Table 4.11-2. Following FTA guidance found in Table 4-17 of the Transit Noise and Vibration Impact Assessment Manual, the estimated nighttime ambient noise level would be approximately 10 dBA less than the measured daytime noise level of 62.3 dBA, for an estimated nighttime level of 52.3 dBA and a calculated L_{dn} of 62.3 dBA. According to the FICON thresholds presented in Section 4.11.3, an increase of 3 dBA or more would be considered significant if the

ambient sound level without the Project is between 60 and 65 dBA L_{dn}. Therefore, traffic related to construction activities would not result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of the FICON thresholds presented in Section 4.11.3 above (i.e., an increase of more than 3 dBA when the ambient sound level is between 60 and 65 L_{dn}/CNEL) and would thus be considered **less than significant**.

Alternative 2: Betty's Lot

Betty's Lot, Strand-Level Parking Structure, Mid-Level Park and Community Amenities, Street-Level Pedestrian Improvements

Construction of Betty's Lot may result in local, short-term increases in roadway noise as a result of construction traffic. This analysis assumes the construction of Betty's Lot would feature similar construction traffic volumes as the construction of the Junior Seau Amphitheater and Bandshell. Thus, the highest number of average daily worker trips for all construction phases would be 60 worker trips and 30 vendor trips (for a maximum total of 90 one-way trips), occurring during the New Construction phase.

Based upon the SANDAG TFIC, the existing (2025) ADT volume on North Pacific Street from Mission Avenue to 1st Street/Seagaze Drive is approximately 1,400 per day. Comparing the maximum number of daily construction-related trips (a total of 90 one-way trips, and an adjusted PCE total of 120 one-way trips and 240 round trips, assuming that each vendor truck generates as much noise as two passenger vehicles) to the average daily traffic volume of 1,400 PCE trips, the additional vehicle trips would amount to a worst-case increase of approximately 17%. Based upon the fundamentals of acoustics, a 100% increase would be needed to result in a 3 dB increase in noise levels, which would be just audible to the average human listener. A 17% increase due to the Project would result in an increase in noise level over existing of less than 1 dB and would not be audible to the average human listener.

The ST4 measurement location is the most representative measurement conducted in the area for nearby noise-sensitive receptors. The ST4 location would be theoretically subjected to construction traffic accessing the site from North Pacific Street. The measured daytime ambient noise level at ST4 was 62.4 dBA, as noted in Table 4.11-2. Following FTA guidance found in Table 4-17 of the Transit Noise and Vibration Impact Assessment Manual, the estimated nighttime ambient noise level would be approximately 10 dBA less than the measured daytime noise level of 62.4 dBA, for an estimated nighttime level of 52.4 dBA and a calculated L_{dn} of 62.4 dBA. According to the FICON thresholds presented in Section 4.11.3, an increase of 3 dBA or more would be considered significant if the ambient sound level without the Project is between 60 and 65 dBA L_{dn}. Therefore, traffic related to construction activities would not result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of the FICON thresholds presented in Section 4.11.3 above (i.e., an increase of more than 3 dBA when the ambient sound level is between 60 and 65 L_{dn}/CNEL) and would thus be considered **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the City's existing recreational facilities would be utilized under their existing condition and with continued use of regional and neighborhood parks at the current and projected growth rates. The City's ongoing management and maintenance protocols are expected to continue. For the on-site Project facilities, none of the proposed enhancements, renovations, or reconstructions would be implemented; thus, new traffic related to the construction described under Alternative 1 and/or Alternative 2 would not occur. Therefore, off-site construction traffic noise impacts under Alternative 3 are determined to be **less than significant.**

Long-Term Operational Noise – Stationary Operations

The analysis below is structured to assess the Project's potential noise impacts of long-term stationary operations at the nearest noise-sensitive receptors to Alternative 1 (i.e., Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Operations, Community Plaza Area and Public Accommodations; Junior Seau Beach Community Center; and Junior Seau Amphitheater and Bandshell) at the component-level. While the proposed Project improvements of Betty's Lot have been only developed at the concept level and as part of a long-range possibility for future enhancement and/or expansion of public facilities, the long-term stationary operations noise analysis of Alternative 2 (i.e., Betty's Lot) conservatively includes all Alternative 1 components (i.e., Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Operations, Community Plaza Area and Public Accommodations; Junior Seau Beach Community Center; and Junior Seau Amphitheater and Bandshell). Alternative 3, the No Project Alternative, is also assessed separately within this analysis. Using DataKustik's CadnaA software, which models three-dimensional outdoor sound propagation based on International Organization for Standardization (ISO) 9613-2 algorithms (ISO 1996) and relevant reference data, two operational scenarios of the proposed Project, Alternative 1 and Alternative 2, were modeled for purposes of this analysis. The modeled scenarios included operating assumptions for the anticipated noise sources, including:

- Heating, ventilation and air conditioning (HVAC) units representative of combined SPL data for air-cooled chillers and air-handling units, placed within enclosures as detailed in respective site plans. HVAC units associated with the Junior Seau Beach Community Center, Amphitheater and Bandshell, and Betty's Lot are expected to operate at any time up to 24 hours a day, 365 days a year.
- Parking lot noise representative of sound power level data for a specified quantity of idling vehicles within the parking lots associated with the JSBCC and Betty's Lot.
- Crowd noise, representative of sound power level data for a specified quantity of people "Raised Normal Speaking" within an area (Hayne et al. 2006).

For purposes of this analysis, the overall A-weighted levels appearing in Table 4.11-11 were used to define the individual Project sound sources.

Reference sound power levels that were used to define area sources and point sources of sound emission in the CadnaA computer model are detailed in Appendix L. Multiple buildings in the Project area were rendered 3D model space, including the proposed Junior Seau Beach Community Center, Amphitheater and Bandshell, the Pier View Way Bridges and Lifeguard Headquarters, and Betty's Lot; the nearest noise-sensitive land uses along North Pacific Street and The Strand were also included, specifically, multifamily apartment buildings and hotels immediately adjacent to the Project. The following parameters are included in this CadnaA-supported stationary noise source assessment:

- Ground effect acoustical absorption coefficient equal to 1, which represents acoustically absorptive "soft" vegetated ground cover, loose soils, and granular aggregate
- Reflection order of 1, which allows for a single reflection of sound paths on encountered structural surfaces
- Consideration of topography, given the variation in elevations above sea level on and off site
- Calm meteorological conditions with 68°F and 50% relative humidity

Predicted noise exposure levels attributable to concurrent operation of the proposed Project on-site stationary sources as modeled are detailed below.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Table 4.11-11 presents the predicted noise exposure levels at the nearest noise-sensitive receptors to the Project attributable to Project Alternative 1, which includes the operation of the Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell.

Table 4.11-11. Project Operation Noise Prediction Model Results – Alternative 1

Modeled Receptor	Modeled Receptor Distance from Project Boundary	Predicted Operation Noise (dBA hourly L_{eq}) at Indicated Modeled Receptor
R1	20 feet north of JSBCC boundary	38.3
R2	75 feet northeast of JSBCC boundary	30.8
R3	140 feet northeast of JSBCC boundary	24.5
R4	110 feet northeast of Junior Seau Amphitheater and Bandshell boundary	32.9
R5	110 feet northeast of Junior Seau Amphitheater and Bandshell boundary	32.1
R6	80 feet northeast of Betty's Lot boundary	28.1
R7	80 feet northeast of Betty's Lot boundary	24.8
R8	215 feet southeast of Betty's Lot boundary	18.6

Notes: See Figure 4.11-2 for modeled "R#" receptor locations.

As shown in Table 4.11-11, the predicted levels at the studied noise-sensitive receptor locations would not exceed the City's thresholds for the Downtown Zone of 65 dBA hourly L_{eq} from 7:00 a.m. to 9:59 p.m. or 55 dBA hourly L_{eq} from 10:00 p.m. to 6:59 a.m.; therefore, potential noise impacts associated with Project operation under Alternative 1 would be **less than significant**.

Figure 4.11-2, Predicted Stationary Source Operation Noise from the Proposed Project - Alternative 1, correspondingly illustrates the predicted Project stationary equipment operation sound levels for Alternative 1 across a horizontal plane approximately 5 feet above grade (i.e., a first-floor or pedestrian listening elevation) over the Project site and beyond into the surrounding vicinity.

Details of the CadnaA modeling input parameters (e.g., modeled sources) can be found in Appendix L. As illustrated, the model results show that Alternative 1 of the Project would be consistent with required noise level limits. Therefore, potential noise impacts associated with Project operations under Alternative 1 would be **less than significant**.

Additionally, the Project's proposed replacement of the existing Junior Seau Amphitheater and Bandshell would involve special event operational conditions at the venue that are consistent with existing conditions. Excluding

proposed mechanical and daily recreational operations discussed previously, the Junior Seau Amphitheater and Bandshell would continue to feature special events, such as concerts and stage performances, involving stationary loudspeakers and subwoofers associated with the Bandshell and larger crowds associated with the Amphitheater. Under Section 38.19 (c) of the City Municipal Code, "entertainment and public events which are conducted pursuant to a license or permit issued by the city" are exempt from the City's thresholds for the Downtown Zone of 65 dBA hourly L_{eq} from 7:00 a.m. to 9:59 p.m. and 55 dBA hourly L_{eq} from 10:00 p.m. to 6:59 a.m. Thus, once the Junior Seau Amphitheater and Junior Seau Bandshell is operational, the Applicant (or its designee) would retrieve a license or permit for such special events (i.e., concerts or stage performances involving loudspeakers and subwoofers and drawing large crowds) so that these events would be considered exempt of the City's exterior noise thresholds, and as a result, be considered **less than significant.**

Alternative 2: Betty's Lot

Table 4.11-12 presents the predicted noise exposure levels at the nearest noise-sensitive receptors to the Project attributable to Project Alternative 2, which includes the operation of Betty's Lot, as well as the Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell.

Table 4.11-12. Project Operation Noise Prediction Model Results – Alternative 2

Modeled Receptor	Modeled Receptor Distance from Project Boundary	Predicted Operation Noise (dBA hourly L_{eq}) at Indicated Modeled Receptor
R1	20 feet north of JSBCC boundary	38.3
R2	75 feet northeast of JSBCC boundary	31.1
R3	140 feet northeast of JSBCC boundary	24.6
R4	110 feet northeast of Junior Seau Amphitheater and Bandshell boundary	33.4
R5	110 feet northeast of Junior Seau Amphitheater and Bandshell boundary	33.6
R6	80 feet northeast of Betty's Lot boundary	36.5
R7	80 feet northeast of Betty's Lot boundary	38.6
R8	215 feet southeast of Betty's Lot boundary	29.6

Notes: See Figure 4.11-2 for modeled "R#" receptor locations.

As shown in Table 4.11-12, the predicted levels at the studied noise-sensitive receptor locations would not exceed the City's thresholds for the Downtown Zone of 65 dBA hourly L_{eq} from 7:00 a.m. to 9:59 p.m. or 55 dBA hourly L_{eq} from 10:00 p.m. to 6:59 a.m.; therefore, potential noise impacts associated with Project operation under Alternative 2 would be **less than significant**.

Figure 4.11-3, Predicted Stationary Source Operation Noise from the Proposed Project - Alternative 2, correspondingly illustrates the predicted Project stationary equipment operation sound levels for Alternative 2 across a horizontal plane approximately 5 feet above grade (i.e., a first-floor or pedestrian listening elevation) over the Project site and beyond into the surrounding vicinity.

Details of the CadnaA modeling input parameters (e.g., modeled sources) can be found in Appendix L. As illustrated, the model results show that Alternative 2 of the Project would be consistent with required noise level limits.

Therefore, potential noise impacts associated with Project operations under Alternative 2 would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the City's existing recreational facilities would be utilized under their existing condition and with continued use of regional and neighborhood parks at the current and projected growth rates. The City's ongoing management and maintenance protocols are expected to continue. For the on-site Project facilities, none of the proposed enhancements, renovations, or reconstructions would be implemented; thus, new operational conditions related to Alternative 1 and/or Alternative 2 would not occur, and existing operational conditions (i.e., recreational use, maintenance, etc.) would remain compliant with the City's thresholds. Therefore, operational noise impacts under Alternative 3 are determined to be **less than significant.**

Long-Term Operational Noise – Off-Site Traffic Noise Exposure

The analysis below is structured to assess the Project's potential impacts of long-term off-site traffic noise at the nearest noise-sensitive receptors to both Alternative 1 (i.e., Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Operations, Community Plaza Area and Public Accommodations; Junior Seau Beach Community Center; and Junior Seau Amphitheater and Bandshell) and Alternative 2 (i.e., Betty's Lot) at the component-level. Alternative 3, the No Project Alternative, is also assessed separately within this analysis. Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Pier View Way Bridges (Design Option 2: Reconstruction), Lifeguard Headquarters, Lifeguard Operations Building (Design Option 2: Modified Three-Story Building), Community Plaza Area and Public Accommodations

Based upon the SANDAG TFIC, the existing (2025) ADT volume on North Pacific Street from Civic Center Drive to Pier View Way is approximately 2,400 per day. Based upon the fundamentals of acoustics, a 100% increase would be needed to result in a 3 dB increase in noise levels, which would be just audible to the average human listener. Thus, when operational, the Pier View Way Bridges, Lifeguard Headquarters, and Lifeguard Operations Building would need to generate an additional 2,400 daily trips on North Pacific Street to result in an audible increase in existing traffic noise levels.

Additionally, the ST2 outdoor ambient SPL measurement location would be theoretically subjected to an increase in off-site traffic noise on North Pacific Street. The measured daytime ambient noise level at ST2 was 59.5 dBA, as noted in Table 4.11-2. Following FTA guidance found in Table 4-17 of the Transit Noise and Vibration Impact Assessment Manual, the estimated nighttime ambient noise level would be approximately 10 dBA less than the measured daytime noise level of 59.5 dBA, for an estimated nighttime level of 49.5 dBA and a calculated L_{dn} of 59.5 dBA.

According to the FICON thresholds presented in Section 4.11.3, an increase of 5 dBA or more would be considered significant if the ambient sound level without the Project is less than 60 dBA L_{dn}. Therefore, an increase in ADT volumes attributed to the operation of the Pier View Way Bridges, Lifeguard Headquarters, and Lifeguard Operations

Building would need to be greater than the existing ADT volume of 2,400 daily trips on North Pacific Street, which is unlikely. Thus, off-site traffic noise exposure would not result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of the FICON thresholds presented in Section 4.11.3 above (i.e., an increase of more than 5 dBA when the ambient sound level is less than 60 L_{dn}/CNEL) and would be considered **less than significant**.

Junior Seau Beach Community Center

Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements

Based upon the SANDAG TFIC, the existing (2025) ADT volume on North Pacific Street from Civic Center Drive to Pier View Way is approximately 2,400 per day. Based upon the fundamentals of acoustics, a 100% increase would be needed to result in a 3 dB increase in noise levels, which would be just audible to the average human listener. Thus, when operational, the Junior Seau Beach Community Center would need to generate an additional 2,400 daily trips on North Pacific Street to result in an audible increase in existing traffic noise levels.

Additionally, the ST1 outdoor ambient SPL measurement location would be theoretically subjected to an increase in off-site traffic noise on North Pacific Street. The measured daytime ambient noise level at ST1 was 54.2 dBA, as noted in Table 4.11-2. Following FTA guidance found in Table 4-17 of the Transit Noise and Vibration Impact Assessment Manual, the estimated nighttime ambient noise level would be approximately 10 dBA less than the measured daytime noise level of 54.2 dBA, for an estimated nighttime level of 44.2 dBA and a calculated L_{dn} of 54.2 dBA.

According to the FICON thresholds presented in Section 4.11.3, an increase of 5 dBA or more would be considered significant if the ambient sound level without the Project is less than 60 dBA L_{dn}. Therefore, an increase in ADT volumes attributed to the operation of the Junior Seau Beach Community Center would need to be greater than the existing ADT volume of 2,400 daily trips on North Pacific Street, which is unlikely. Thus, off-site traffic noise exposure would not result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of the FICON thresholds presented in Section 4.11.3 above (i.e., an increase of more than 5 dBA when the ambient sound level is less than 60 L_{dn}/CNEL) and would be considered **less than significant**.

Junior Seau Amphitheater and Bandshell

Junior Seau Amphitheater (Design Option 3: Reduced Profile and Elevator Relocation) and Junior Seau Bandshell (Design Option 3: Reduced Height and Closed Bandshell [Complies with Proposition A])

Based upon the SANDAG TFIC, the existing (2025) ADT volume on North Pacific Street from Pier View Way to Mission Avenue is approximately 2,000 per day. Based upon the fundamentals of acoustics, a 100% increase would be needed to result in a 3 dB increase in noise levels, which would be just audible to the average human listener. Thus, when operational, the Junior Seau Amphitheater and Bandshell would need to generate an additional 2,000 daily trips on North Pacific Street to result in an audible increase in existing traffic noise levels.

Additionally, the ST3 outdoor ambient SPL measurement location would be theoretically subjected to an increase in off-site traffic noise on North Pacific Street. The measured daytime ambient noise level at ST3 was 62.3 dBA, as noted in Table 4.11-2. Following FTA guidance found in Table 4-17 of the Transit Noise and Vibration Impact Assessment Manual, the estimated nighttime ambient noise level would be approximately 10 dBA less than the

measured daytime noise level of 62.3 dBA, for an estimated nighttime level of 52.3 dBA and a calculated L_{dn} of 62.3 dBA.

According to the FICON thresholds presented in Section 4.11.3, an increase of 3 dBA or more would be considered significant if the ambient sound level without the Project is between 60 and 65 dBA L_{dn}. Therefore, an increase in ADT volumes attributed to the operation of the Junior Seau Amphitheater and Bandshell would need to be greater than the existing ADT volume of 2,000 daily trips on North Pacific Street, which is unlikely. Thus, off-site traffic noise exposure would not result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of the FICON thresholds presented in Section 4.11.3 above (i.e., an increase of more than 3 dBA when the ambient sound level is between 60 and 65 L_{dn}/CNEL) and would be considered **less than significant**.

Alternative 2: Betty's Lot

Betty's Lot, Strand-Level Parking Structure, Mid-Level Park and Community Amenities, Street-Level Pedestrian Improvements

Based upon the SANDAG TFIC, the existing (2025) Average Daily Traffic (ADT) volume on North Pacific Street from Mission Avenue to 1st Street/Seagaze Drive is approximately 1,400 per day. Based upon the fundamentals of acoustics, a 100% increase would be needed to result in a 3 dB increase in noise levels, which would be just audible to the average human listener. Thus, when operational, Betty's Lot would need to generate an additional 1,400 daily trips on North Pacific Street to result in an audible increase in existing traffic noise levels.

Additionally, the ST4 outdoor ambient SPL measurement location would be theoretically subjected to an increase in off-site traffic noise on North Pacific Street. The measured daytime ambient noise level at ST3 was 62.4 dBA, as noted in Table 4.11-2. Following FTA guidance found in Table 4-17 of the Transit Noise and Vibration Impact Assessment Manual, the estimated nighttime ambient noise level would be approximately 10 dBA less than the measured daytime noise level of 62.4 dBA, for an estimated nighttime level of 52.4 dBA and a calculated L_{dn} of 62.4 dBA.

According to the FICON thresholds presented in Section 4.11.3, an increase of 3 dBA or more would be considered significant if the ambient sound level without the Project is between 60 and 65 dBA L_{dn}. Therefore, an increase in ADT volumes attributed to the operation of Betty's Lot would need to be greater than the existing ADT volume of 1,400 daily trips on North Pacific Street, which is unlikely. Thus, off-site traffic noise exposure would not result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of the FICON thresholds presented in Section 4.11.3 above (i.e., an increase of more than 3 dBA when the ambient sound level is between 60 and 65 L_{dn}/CNEL) and would be considered **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the City's existing recreational facilities would be utilized under their existing condition and with continued use of regional and neighborhood parks at the current and projected growth rates. The City's ongoing management and maintenance protocols are expected to continue. For the on-site Project facilities, none of the proposed enhancements, renovations, or reconstructions would be implemented; thus, an increase in off-site traffic volumes attributed to the operation of Alternative 1 and/or Alternative 2 would not occur. Therefore, off-site traffic noise exposure impacts under Alternative 3 are determined to be **less than significant.**

Would the Project result in generation of excessive ground-borne vibration or ground-borne noise levels?

Construction activities may expose persons to excessive ground-borne vibration or ground-borne noise, causing a potentially significant impact. Caltrans has collected ground-borne vibration information related to construction activities. Information from Caltrans indicates that continuous vibrations with a PPV of approximately 0.3 ips or 0.5 ips would cause building damage risk for older residential buildings or newer residential buildings, respectively, with annoyance threshold being higher. For context, heavier pieces of construction equipment, such as a bulldozer that may be expected on the Project site, have peak particle velocities of approximately 0.089 ips or less at a reference distance of 25 feet.

Ground-borne vibration attenuates rapidly, even over short distances. The attenuation of ground-borne vibration as it propagates from source to receptor through intervening soils and rock strata can be estimated with expressions found in FTA and Caltrans guidance. By way of example, an impact pile driver may operate on site during the construction of the Pier View Way Bridges, Lifeguard Headquarters, and Lifeguard Operations Building Phase (Alternative 1) as close as 100 feet from the northeastern Project boundary to the nearest noise-sensitive receptor; in this case, the estimated vibration velocity would be 0.190 ips per the equation as follows:

$$PPV_{rcvr} = PPV_{ref} * (25/D)^{1.5} = 0.190 = 1.518 * (25/100)^{1.5}$$

In the above equation, PPV_{rcvr} is the predicted vibration velocity at the receiver position, PPV_{ref} is the reference value at 25 feet from the vibration source (the impact pile driver), and D is the actual horizontal distance to the receiver. Therefore, at this predicted PPV, the impact of vibration-induced annoyance to occupants of nearby existing homes would be **less than significant.**

Construction vibration, at sufficiently high levels, can also present a building damage risk. However, anticipated construction vibration associated with the proposed Project would yield levels of 0.190 ips, which do not exceed the excessive ground-borne vibration threshold of 0.3 or 0.5 ips PPV for preventing damage to older or newer residential structures, respectively. Because the predicted vibration level at 100 feet is less than the threshold the Project would not result in generation of excessive ground-borne vibration.

Once operational, the proposed Project would not be expected to feature major producers of ground-borne vibration. Anticipated mechanical systems like heating, ventilation, and air-conditioning units are designed and manufactured to feature rotating (fans, motors) and reciprocating (compressors) components that are well-balanced with isolated vibration within or external to the equipment casings. Nor would operation truck trips generate excessive ground-borne vibration or noise. Accordingly, neither Project construction nor operation would result in generation of excessive ground-borne vibration or ground-borne noise levels; potential vibration impacts would be **less than significant.**

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

There are no private airstrips within the vicinity of the Project site, and the Oceanside Municipal Airport is located approximately 2.5 miles northeast of the Project site. According to the Airport Land Use Compatibility Plan Exhibit IV-10, Compatibility Data Map: Noise, the Project is located outside the 60–65 dB CNEL noise contours (San Diego County Regional Airport Authority 2010). Thus, the Project would not expose people residing or working in the Project area to excessive noise levels, and potential impacts would be considered **less than significant.**

4.11.5 Mitigation Measures

MM-NOI-1 Temporary Construction Noise Reduction. The Applicant, or its designee, shall implement one or more of the following measures, as necessary and during the construction of the Junior Seau Beach Community Center (JSBCC), in order to achieve on-site noise control and sound abatement that, in the aggregate, would result in a minimum construction noise reduction of approximately 12 decibels (dBA) at the nearest noise-sensitive receptor immediately north of the JSBCC project boundary:

- ***Administrative controls*** (e.g., reduce operating time of equipment and/or prohibit usage of equipment type[s] within certain distances to a nearest receiving occupied off-site property).
- ***Engineering controls*** (change equipment operating parameters [e.g., speed, capacity], or install features or elements that otherwise reduce equipment noise emission [e.g., upgrade engine exhaust mufflers]).
- ***Install noise abatement*** on the site boundary fencing (or within, as practical and appropriate) in the form of sound blankets or comparable temporary solid barriers of at least 13 feet tall to occlude construction noise emission between the site (or specific equipment operation as the situation may define) and the noise-sensitive receptor(s) of concern (i.e., the multifamily residential complex immediately north of the JSBCC).
  - By way of example, suspended sound blankets, field-erected plywood sheeting, or comparable temporary solid (or flexible but sufficiently massive) barriers (of minimum sound transmission class [STC] rating of 25, which per California Department of Transportation guidance indicates would permit up to 12 dB of expected barrier insertion loss) would occlude construction noise emission between the site (or specific equipment operation as the situation may define) and the noise-sensitive receptor(s) of concern.
  - Temporary barriers shall adhere to a minimum height standard of 13 feet to serve as an effective deterrent against noise pollution and shielding for adjoining off-site receptors.

Appendix L to this PEIR includes a construction noise prediction worksheet that illustrates a sample scenario of what the anticipated and quantifiable noise reduction effect would be of adding a temporary 13-foot-tall noise barrier to reduce construction noise exposure at the Woodglen Vista Creek protected open space area. Such a wall should be strategically located on the Project boundary (focusing on the southern and eastern boundary) so as to reduce construction noise exposure.

4.11.6 Level of Significance After Mitigation

Impacts related to noise as a result of the implementation of MM-NOI-1 would be **less than significant**.

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SOURCE: SANGIS 2023, 2025

DUDEK

0 150 300 Feet

FIGURE 4.11-1

Baseline Outdoor Ambient SPL Measurement Locations

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCES: Google 2025; Pier View Way Bridges and Lifeguard Headquarters and Beachfront Phase II 2025; Dudek 2025

DUDEK

0 121.5 243 Feet

FIGURE 4.11-2

Predicted Stationary Source Operation Noise from the Proposed Project - Alternative 1

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SOURCES: Google 2025; Pier View Way Bridges and Lifeguard Headquarters and Beachfront Phase II 2025; Dudek 2025

DUDEK

0 121.5 243 Feet

FIGURE 4.11-3

Predicted Stationary Source Operation Noise from the Proposed Project - Alternative 2

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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4.12 Public Services

This section describes the existing fire, police, schools, parks, and other public service facilities to accommodate an increase in demand, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the proposed Pier View Way Bridges and Lifeguard Headquarters and Beachfront Phase II Project (Project) on public services in the City of Oceanside (City).

4.12.1 Existing Conditions

Fire Protection

The Oceanside Fire Department (OFD), which is inclusive of lifeguards and their public safety responsibilities, provides fire protection services to the City. The OFD's mission is to meet and exceed community needs and expectations through the preservation and protection of life, property, and the environment. The OFD has eight stations that serve over 180,000 residents and visitors over an area of 41 square miles. As provided in the Project Description, Section 3.2.2, the Project site includes an existing Lifeguard Headquarters facility, which has been operated out of the existing location since 1987. The OFD has a total of 115 full-time fire personnel, 34 full and part-time emergency medical technicians, 7 full-time lifeguard personnel, 76 part-time lifeguard personnel, and 8 support staff (OFD 2024). All truck and engine companies are staffed with a minimum of 1 company officer, 1 engineer, and 1 firefighter/paramedic. The Fire Operations Division also manages emergency medical service response, transport, and management. The following apparatus are in service full time (OFD 2024):

- Fire engines (8)
- Ambulances (6)
- Tiller truck (1)
- Type 3 brush engines (3)
- Type 6 brush engine (2)
- Water tender (1)
- Command vehicle (Battalion Chief) (1)
- Command and interoperability trailer (1)
- Incident support trailer (1)
- Mass casualty response vehicle (1)
- Confined space trailer (1)

The OFD has eight stations located throughout the City. Of these stations, the closest to the Project site is Station 1 (410 North Freeman Street), located approximately 0.3 miles northeast of the Project site. Station 2 (1640 South Ditmar Street) is the second-closest station to the Project site, located approximately 1.7 miles southeast of the Project site (OFD 2024). As established by the Community Facilities Element of the City's General Plan, the City has the following standards for OFD facilities: (1) strive to maintain a 5-minute response time from fire stations to all developed areas within the City; (2) maintain staffing levels adequate to achieve a locally desirable Insurance Service Office rating; and (3) strive to maintain a maximum response time for paramedic units of 8 minutes in urban areas and 15 minutes in rural areas (City of Oceanside 2002). In 2005, the City Council adopted a resolution establishing an expectation that OFD respond to "Priority 1" level fire and emergency medical services calls within

5 minutes 90% of the time (City of Oceanside 2021a).The OFD calls for service in 2023 (the most recent data available) are shown in Table 4.12-1.

Table 4.12-1. OFD Service Calls in 2023

OFD Calls for Service in 2023
Total Calls – 24,702
Fire – 316
Rescue and EMS Incidents – 17,311
Service and Good Intent Calls – 6,016
False Alarms – 854
Miscellaneous – 583

Note: Total number of calls does not match the type of calls taken breakdown. There is a -378 difference.
Source: OFD 2024

In addition to providing emergency response services, non-emergency functions are continually performed by the OFD, including fire investigations, plan checks for all new development, fire prevention inspections, and public education and informational programs (OFD 2024).

The City participates in Automatic Aid Agreements within San Diego County and is a participant in the statewide Mutual Aid Agreement. This allows the OFD to provide and receive all-risk assistance across the state of California. With Automatic Aid, the OFC and its neighbors operate using the principle of closest available resource regardless of jurisdictional boundary. This improves response times and service to the community. Participation in this program helps provide adequate fire station service area coverage and response times to all portions of the City (City of Oceanside 2024). The fire stations located closest to the Project site are OFD stations, but non-OFD fire stations may also be notified in the event of an emergency at the Project site (City of Encinitas 2016).

Police Protection

The Oceanside Police Department (Police Department) has an authorized budgeted strength of 219 sworn officers and 115 professional staff members who serve a population of more than 175,000 residents (and 5,000 visitors) and manage approximately 110,000 calls for service each year (OPD 2024). The Police Department consists of a Patrol Division, Traffic Unit, Harbor Police, School Safety Enhancement Team, Neighborhood Policing Team, Resource Team, Administrative/Front Desk Operations, and Senior Volunteer Patrol Program members. The Patrol Division is the largest division in the Police Department and consists of officers and field evidence technicians. Patrol officers are responsible for handling radio calls, taking crime reports, handling traffic enforcement, making arrests, resolving disputes, and preventing crime, while field evidence technicians process crime scenes, collect evidence, and take crime reports (OPD 2024). The Police Department station is located at 3855 Mission Avenue, approximately 3.8 miles northeast of the Project site. Additionally, there is a Police Department Substation located immediately south of the Junior Seau Amphitheater, which was completed as part of the Beachfront Facilities Improvements Phase I project.

According to the Community Facilities Element of the City's General Plan, the Police Department shall strive to provide a maximum response time of 5 minutes for all Priority 1 and 2 emergency service calls (City of Oceanside 2021a). Calls are categorized as Priority I if there is a reason to believe that an immediate threat to life exists; these calls require immediate response. Calls are categorized as Priority 2 if there is an immediate substantial risk of major property loss or damage; these calls also require immediate response (Citygate 2023). The analysis in the

Independent Operational and Organizational Assessment of the Oceanside Police Department (February 2023), notes that 9 times out of 10, it takes 3.4 minutes or less to dispatch a police unit to a Priority 1 call. Travel time is 8.7 minutes or less, 90% of the time, for the first unit to arrive (Citygate 2023). OPD average response times can be seen in Table 4.12-2.

Table 4.12-2. OPD Response Times

Call Priority	Average Response Times Goals	Actual Average Response Times
Priority E – Imminent threat to life	Within 5 minutes	3 minutes, 45 seconds
Priority 1 – Serious crimes in progress	Within 5 minutes	3 minutes, 45 seconds
Priority 2 – Less serious crimes	Within 10 minutes	8 minutes, 40 seconds
Priority 3 – Minor crimes/requests that are not urgent	Within 60 minutes	17 minutes, 20 seconds
Priority 4 – Minor requests for police services	17 minutes, 20 seconds	17 minutes, 20 seconds

Source: City of Oceanside 2024.

Schools

Students residing in the City in kindergarten through 12th grade are served by the Oceanside Unified School District (OUSD), the Vista Unified School District (VUSD), the Bonsall Unified School District (BUSD), the Carlsbad Unified School District (CUSD), and a variety of parochial and secular private schools. OUSD provides education services to the western portion of the City where the Project site is located. OUSD also provides K-12 educational services to approximately 15,500 students in the City. OUSD operates and maintains 11 elementary schools, 4 middle schools, 3 TK-8 schools, 2 high schools, 1 alternative school, and 1 adult transition program (OUSD 2024).

Oceanside students may also attend BUSD, CUSD, or VUSD just outside the City. The VUSD serves students at four elementary schools, two middle schools, and one high school. The BUSD operates one elementary school in the City. The CUSD does not have facilities in the City but does serve City residents in the Tri-City area. Both the OUSD and VUSD operate adult education programs (City of Oceanside 2021b).

The OUSD has witnessed a steady decline in enrollment over the last several years, despite an increase in the City's population. Specifically, total enrollment for the 2007–2008 school year was 20,384 students; enrollment in the 2019–2020 school year decreased to 19,371 students. As of the 2019–2020 school year, OUSD served a student body of 19,371 students. According to the State's eligibility standards, OUSD has 747 permanent and 242 portable classrooms, with a total capacity for 23,852 students.

Parks

The City maintains parks, recreational facilities, and community centers, including the beach, community parks, special use parks, neighborhood parks, golf courses, and trails. Current parkland acreage provisions are stated below in Table 4.12-3. The City currently has approximately 642 acres of park land and approximately 155 acres of public-school-ground acreage (40% of the total school-ground acres), which are countable toward Oceanside's total park acreage, giving a total of approximately 797 acres of existing parkland. The City's parks and recreation facilities consist of 40 community and neighborhood parks, 1 regional park, 3 recreation centers (Junior Seau Community Center, Joe Balderrama Recreation Center, and Melba Bishop Recreation Center), a YMCA and Boys

and Girls Club, 2 senior centers, 5 skateparks, and 3 pools. Other facilities include Oceanside's 3.5 miles of beach, the harbor, and the pier (City of Oceanside 2019).

The City's General Plan Recreational Trails Element focuses on the provision and maintenance of pedestrian, bicycle, and equestrian trial systems through the City. In addition, the City's Parks and Recreation Division has a Parks and Recreation Master Plan to create a vision for the parks and recreation system. The Parks and Recreation Master Plan was updated in 2019 and provides a guide for the orderly development of future park, recreation, and open space facilities and programs in order to meet the community's current and future needs through 2030. Goals of the Master Plan include a maximum 15-minute walk for residents to reach neighborhood parks or a 5-minute drive to reach community parks and special facilities (City of Oceanside 2019).

Table 4.12-3. Current Parkland Acreage Provisions

Park Category	Countable Acreage	Acres/1,000 Residents
Community Centers	41.1	0.2
Community Parks	225.2	1.3
Neighborhood Parks/Pocket Parks	74.4	0.4
Special Use Parks	6.9	0.0
Regional Parks	75.0	0.4
Parkland Golf Courses	219.5	1.3
Total	**642.1**	**3.8**

Source: City of Oceanside 2024.

As of 2023, the population within the City was 170,020, resulting in a parkland service ratio of 4.7 acres per 1,000 residents (Census 2023). While this is below the current standard of 5 acres per 1,000 residents, the existing inventory includes only 2 acres of the El Corazon site. Planned development of El Corazon would result in an additional 210 acres of parkland. With completion of El Corazon, the parkland service ratio would increase to 5.9 acres per 1,000 residents, within regulatory standards (City of Oceanside 2024).

Other Public Facilities

The Oceanside Public Library operates three public libraries. The Civic Center Library on 330 North Coast Highway, Mission Branch Library on 3861 Mission Avenue, and John Landes Community Center Library on 2855 Cedar Road. Additionally, Oceanside Public Library operates one learning center, READS Literacy Center located at 804 Pier View Way (City of Oceanside 2024). The Oceanside Public Library also provides two mobile libraries that deliver library services and materials to residents in underserved neighborhoods.

The City's public libraries offer community access to materials beyond just books, including DVDs, CDs, audio books, eBooks, and children's books; public computers with internet access at all three locations including available wi-fi; printing, faxing, scanning, and copying services; private study rooms; special collections containing local and state history and world languages; a dedicated teen area; and programs for all ages. Library staff consist of library administration, public services (librarians), and support services (City of Oceanside 2025).

The City's current goal is to provide 0.55 square feet of library facilities per resident and three staff (one librarian and two clerical staff) per 6,000 residents. Currently, the library square footage is half of what the General Plan recommends, and staff levels are approximately two-thirds of the recommended level (City of Oceanside 2024).

4.12.2 Regulatory Setting

State

California Fire Code

The California Fire Code and the Office of the State Fire Marshal provide regulations and guidance for local agencies in the development and enforcement of fire safety standards. The California Fire Code also establishes minimum requirements that would provide a reasonable degree of safety from fire, panic, and explosion.

Senate Bill 50 – Leroy F. Greene Schools Facilities Act of 1998

Senate Bill (SB) 50, or the Leroy F. Greene School Facilities Act of 1998, restricts the ability of local agencies to deny project approvals on the basis that public school facilities (classrooms, auditoriums, etc.) are inadequate. Payment of school fees is required by SB 50 for all new residential development projects and is considered full and complete mitigation of any school impacts (Government Code Section 65996). As required by SB 50, school impact fees are payments to offset capital cost impacts associated with new developments, which result primarily from the costs of additional facilities, related furnishings and equipment, and projected capital maintenance requirements. As such, agencies cannot require additional mitigation for any school impacts. School impact fees and fees collected pursuant to SB 50 are collected at the time that building permits are issued.

California Education Code

Section 17620 of the California Education Code authorizes school districts to require construction projects within the boundaries of the districts to pay a fee used for funding construction or reconstruction of school facilities.

Local

City of Oceanside General Plan

Community Facilities Element

The City of Oceanside General Plan Community Facilities Element provides long-term policies for public services within the City, including fire protection, police protection, schools, and libraries. The element outlines adequate service ratios and future planning policies by which OFD and the Police Department must abide (City of Oceanside 2002). The following policies are applicable to the Project:

Policy 3.1. The City of Oceanside shall strive to provide adequate Fire Department facilities through the achievement of the following facilities and service standards:

- A 5-minute response time from fire stations to all developed areas within the city of Oceanside
- Personnel staffing at a minimum of four people per company
- City maintaining staffing levels adequate to achieve a locally desirable Insurance Service Office (ISO) rating; and
- A maximum response time for paramedic units of 8 minutes in urban areas and 15 minutes in rural areas

Policy 3.5. Close coordination shall be maintained between planned improvements to the Circulation System within the City of Oceanside and the location of future fire stations, in order to assure adequate levels of service and response times to all areas of the community along existing and future arterials, collectors, and local streets.

Policy 3.10. In order to minimize fire hazards, the Oceanside Fire Department shall be involved in the review of development applications. Consideration shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations, and Needed Fire flow requirements.

Policy 4.3. The Oceanside Police Department shall strive to provide a maximum response time of 5 minutes for all Priority I and II emergency service calls.

City of Oceanside Municipal Code

Chapter 32B – Impact Fees

Chapter 32B of the City's Code of Ordinances covers all impact fees imposed by the City as a condition of development approval for the purpose of financing capital improvements, the need for which is attributable to such development, unless expressly exempted. Fees applicable to recreation include park fees imposed pursuant to Ordinance No. 91-10 and the park fees imposed pursuant to Article 40 of the zoning regulations (Ordinance No. 88-22, as amended).

Chapter 32C – Public Facility Fee

Chapter 32C of the City's Code of Ordinances outlines provisions for assessing and collecting public facilities fees as a condition of issuing a building permit for the purpose of defraying the actual or estimated costs of constructing needed public facilities pursuant to the Community Facilities Element of the General Plan. Public facilities shall include all governmental facilities specified in the adopted elements of the City's General Plan, including the Community Facilities Element, or such facilities contained in the City's 5-year Capital Improvement Program. Prior to the issuance of a building permit for new construction, including residential and nonresidential development, on any property within the City, permit applicants shall pay any fees established for the purpose of defraying the actual or estimated cost of constructing the City's public facilities. Fees are set by city council resolution.

City of Oceanside General Plan Update

Safe and Resilient Environment Element

Goal 6-P. The health, safety, and welfare of people and property will be protected through the provision of adequate fire protection services, marine safety protocols, flood hazard mitigation, enforcement of building and fire codes, training and safety education, and emergency medical and rescue services.

Goal 6-Q. The City will ensure adequate evacuation access, fire prevention activities, and emergency response for all residents and visitors.

Goal 6-R. The City will coordinate across all municipal operations to provide comprehensive services during emergencies, including hazard mitigation, rescue efforts, public information, emergency medical care, temporary shelter, and sustenance.

Goal 6-S. The Emergency Operations Center will serve as the central command and control facility responsible for conducting disaster management functions during a natural or manmade disaster, disease outbreak, and other public health emergencies.

Goal 6-T. Oceanside will be among the safest and most peaceful communities in the San Diego region.

Goal 6-U. The Oceanside Police Department will continue to invest in crime prevention initiatives, including community policing programs, services for unhoused individuals, support for neighborhood watch groups, graffiti abatement, application of CPTED principles, and dissemination of information on home and business security, domestic violence, and consumer fraud, etc.

Goal 6-V. The City will pursue and interdisciplinary approach to crime prevention, taking advantage of opportunities to create safer and more security spaces through the development review process, capital improvement projects, housing programs, and the maintenance and operation of City-owned properties.

Emergency Response Planning

Policy 6-84. Continue to engage the Police and Fire departments in the development review process to ensure that projects are designed and operated in a manner that minimizes the potential for public safety and fire hazards and maximizes the potential for responsive police and fire services.

Policy 6-85. Maintain and update as necessary the Emergency Operations Plan (EOP) and Local Hazard Mitigation Plan which describes how the City will prepare for, prevent, respond to, recover from, and mitigate the effects of all types of hazards and threats. Continue to maintain mutual aid agreements with adjacent cities and reassess coverage areas on a regular basis.

Crime Reduction and Police Services

Policy 6-93. Utilize data to identify and prioritize law enforcement needs and share this data with the community.

Policy 6-94. Maintain adequate police staffing and material resources to ensure reasonable response times and the capacity to resolve law enforcement issues in a manner consistent with legal standards and best practices.

Policy 6-95. Be responsive to community needs, respectful of individuals, and open to partnerships with community groups concerned about public safety and law enforcement practices.

Policy 6-96. Prioritize law enforcement personnel safety and wellness as a means of fostering greater capacity for empathy, compassion, and tolerance.

Policy 6-97. Strive to create a workforce that contains a broad range of diversity including race, gender, language, life experience, and cultural background to improve understanding and effectiveness in interactions with all community members.

Policy 6-98. Coordinate with local schools to promote community pride, volunteerism, civil behavior, personal safety techniques, and awareness of policing priorities and procedures.

Policy 6-99. Coordinate with transit security entities to ensure adequate surveillance of areas in proximity to transit stops and stations.

Healthy and Livable Community Element

Goal 7-G. Adequate and accessible public parks, recreational facilities, and community centers will be provided, designed, and maintained to meet the active and passive recreational needs of the entire Oceanside community.

Goal 7-H. A well-maintained and integrated system of parks and accessible open spaces will be seamlessly connected by a citywide network of clearly marked trails and pathways.

Goal 7-I. The City will support education on the use of open space and economic, biological, and scenic value of space.

Goal 7-J: The City will have adequate, inclusive, and well-funded community facilities to serve the needs of Oceanside residents, including for formal and informal public gatherings, government and administration, and public safety.

Goal 7-K. The provision of new public facilities and services will be equitably distributed throughout the City, with a particular focus on ensuring access to community facilities for historically disadvantaged communities and providing parkland in locations where new growth is anticipated.

Goal 7-L. The City will design and retrofit new and existing City facilities to reduce dependence on fossil fuels to the greatest extent feasible and to proactively adapt to climate change.

Goal 7-N. The City library system will contribute to a high quality of life for residents through quality library collections, technologically improved services, well-staffed facilities and events, consistent and diverse programming, and welcoming environments.

Goal 7-O. Educational facilities will be equitable, safe, healthy, technologically equipped, aesthetically pleasing, sustainable, supportive of optimal teaching and learning, welcoming to parents and community members, and supportive of both neighborhood and Citywide school choices.

Parks and Recreation Facilities

Policy 7-37. Use the Parks Master Plan as the vehicle to plan and locate new parkland. As part of the next update, undertake efforts to locate new parkland to meet the next ten years of community parkland need.

Policy 7-38. Meet and maintain the parkland accessibility and service ratio standards as defined in Table 7-2 in the General Plan Update.

- Consider accessibility, housing density, proximity to schools, general public access, local resident access, adjacent residential area traffic impacts, safe pedestrian access, and compatible use with the surrounding environment when determining park locations.

Locate new parks, plazas, or alternative parks (such as greenways) in existing infill neighborhoods along the corridors where new residential development is contemplated, or in areas found to be lacking park access, as shown in Figure 7-5 of the General Plan Update.

- Maintain and periodically revisit shared use agreements with the Oceanside Unified School District and other public-school districts with recreational facilities in Oceanside. Such agreements should provide mutual benefit and ensure safe access and use of shared facilities.

  Policy 7-39. Require, where possible, developers of master planned communities to provide pocket parks and active recreational facilities unique to each development. Maintenance of pocket parks shall be accomplished through homeowners' association dues. Pocket parks shall remain in private ownership.

  Policy 7-43. Maintain parkland and trails to provide safe and accessible outdoor opportunities. Design parks to protect public safety by ensuring adequate lighting, signage, and maintenance.

  Policy 7-44. When feasible, seek opportunities to integrate parks, trails, improvements to the public right of way, and public open space into major infrastructure projects.

Quality Community Facilities

Policy 7-63. Explore new funding sources to augment parks and recreation staff. Additional revenue could be generated through increased facility rental fees, revenue-sharing agreements, advertising, EV charging facilities, solar farms, etc.

Policy 7-65. Maintain an effective facilities program financing program to ensure the impact of new development is mitigated through appropriate development impact fees.

Parks and Community Facilities Management

Policy 7-94. All new development shall pay its proportionate share of the costs of the parks and public facilities necessitated by development through the payment of impact fees for public rights of way, parks and recreation facilities, community facilities.

4.12.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to public services are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. For the purposes of this Project, a significant impact related to public services would occur if the Project would:

1. 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:
   a. Fire protection
   b. Police protection
   c. Schools

d. Parks
e. Other public facilities

4.12.4 Impacts Analysis

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

Fire protection?

Under Alternative 1, the Project consists of improvements to the following City-owned facilities: the Pier View Way Bridges, Lifeguard Headquarters, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell. Alternative 2 includes all improvements from Alternative 1 with the addition of the future concept-level development of Betty's Lot/Parking Lot No. 30. The Project does not propose any residential uses and would not directly or indirectly result in substantial and unplanned increase in population growth within the Project area. As mentioned in Section 4.10, Land Use and Planning, the Project is consistent with the underlying land use and zoning of the Project site. Project implementation would not conflict with any of the City's General Plan policies or goals, including growth patterns identified in the Housing Element. Existing operations on the Project site would remain unchanged and already received fire protection services. The Project would introduce approximately 20 to 30 temporary construction-related jobs and approximately 10 permanent jobs on site.

As described above, the OFD has eight stations located throughout the City. Of these stations, the closest to the Project site is Station 1 (410 North Freeman Street), located approximately 0.3 miles northeast of the Project site. Station 2 (1640 South Ditmar Street) is the second-closest station to the Project site, located approximately 1.7 miles southeast of the Project site (OFD 2024). In addition to the City's eight fire stations, the City has an Automatic Aid Agreement with the City of Carlsbad, the City of Vista, and Camp Pendleton. Per the agreement, when an emergency call comes into dispatch, the nearest emergency responder is notified regardless of the jurisdictional boundaries.

Increases in long-term demand for fire protection services typically are associated with substantial permanent increases in population. Typically, service demands per employee are less than service demands per resident. Nevertheless, the addition of temporary construction personnel on the Project site could result in an increase in demand for fire protection services. While this would be an increase above existing levels, the presence of construction workers on the site would be temporary. The phasing of Project construction will include prioritizing reconstruction of the Pier View Bridges and Lifeguard Headquarters as the first phase. The City has an identified urgency in these improvements based on both the age of the Pier Bridges, the near-term need for their reconstruction, and the City's available funding. The anticipated construction timeline for reconstruction of the Pier View Way Bridges and Lifeguard Headquarters is approximately 18 to 24 months. A detailed scheduled based discussion on the remaining facility improvements is speculative at this time and will be based on funding and continued tracking of the overall condition of the facilities as time passes. Given the limited nature of the proposed improvements to the JSBCC, those efforts may be identified as the second phase, with the amphitheater and bandshell being identified as the third and final phase. The potential for future implementation and construction efforts associated with Betty's Lot is also speculative, since advancement of the conceptually proposed improvements would be subject to Project-specific design, analysis, and environmental approval. It is anticipated that the construction workforce will be drawn from communities within San Diego County and therefore would not

induce substantial growth even during the construction period such that the demand for fire protection services, aside from that mentioned for activities taking place at the construction Project itself, would increase. Betty's Lot staffing needs for operations and maintenance would not substantially change the overall Project site's ongoing staffing requirements. Existing and future staffing would be employed within the City's current staffing pool. Therefore, operations related to Betty's Lot would not require additional staff that would interfere with the provision or performance of any public services.

Additionally, the City has an established public facility development impact fee program (Municipal Code Chapter 32B and 32C) that requires new development to provide funds toward capital improvements for public services, including fire and emergency services. The Project would be required to pay applicable developer impact fees in accordance with the City's requirements. These new facilities would be constructed and operated in compliance with the City's applicable Municipal and Building Codes in place at the time of construction, including fire protection provisions.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Pier View Way Bridges

Design Option 2: Reconstruction

The Reconstruction Design Option aims to extend the Pier View Bridges lifespan to around 75 to 100 years by updating the structural columns to meet current design codes and seismic standards. The reconstruction would match the existing dimensions, to the extent feasible, and preserve the original defining characteristics of the original Pier View Bridges. As such, the reconstruction of the Pier Bridges would not increase demand on fire protection services in comparison to existing conditions, and it is not anticipated that the reconstruction of the Pier View Bridges would result in the need for new fire personnel or equipment or require construction of a new station or expansion of existing fire facilities. Therefore, the Pier View Bridges are expected to be adequately served by existing fire stations, and impacts related to fire protection would be **less than significant.**

Lifeguard Headquarters

The existing Lifeguard Headquarters, as an integrated feature of the Pier Bridges, is limited in size and must stay within the 3,715-square-foot locally historic shell configuration, a new proposed space layout and floor plan under Alternative 1 (Figure 7) would retain and optimize key space requirements to maintain essential operations and maximize public safety at the current location. The Lifeguard Headquarters would be reconstructed on its original location to the west of The Strand and has an existing capacity to support 18 staff per day, and 30 staff total. The current staffing demands are 35 staff per day, and 98 staff total. Additionally, the Lifeguards Space Needs Assessment from the Pier View Way Bridges and Lifeguard Headquarters Feasibility Study (August 16, 2023), identified future projected staffing demands that would equate to 54 staff per day, and 130 staff total. To accommodate this projected increase in Lifeguard Service support operations and staffing a new and separate Lifeguard Operations Building with two design options is proposed and being analyzed, as detailed below. The reconstruction of the Lifeguard Headquarters facility would match the existing dimensions while optimizing operational needs, including existing staffing levels, within that space. The Lifeguard Headquarters would be built according to the latest City policies, goals, and development codes (see Section 4.13.2, Regulatory Setting, above), including the incorporation of fire protection and notification systems (City Municipal Code, Chapter 11, Fire

Protection). As such, the reconstruction of the Lifeguard Headquarters would not increase demand on fire protection services in comparison to existing conditions, and it is not anticipated that the reconstruction would result in the need for new fire personnel or equipment or require construction of a new station or expansion of existing fire facilities. Therefore, the Lifeguard Headquarter is expected to be adequately served by existing fire stations, and impacts related to fire protection would be **less than significant.**

Design Option 2: Modified Three-Story Building

As referenced above, the need for an increase in Lifeguard Service support operations and staffing has been identified and the additional staffing projections include the need for a new and separate Lifeguard Operations Building. The Modified Three-Story Lifeguard Operations Building design option would be similar to Design Option 1, providing for Lifeguard Service needs and incorporating a public view deck amenity at the Pacific Street level. Lifeguard logistics spaces on the lower level would house beach and water rescue equipment and crafts. Lifeguard Support and Lifeguard Administration spaces would be provided on the upper levels, including observation/meeting spaces, offices, storage, IT, and multi-use spaces designed to accommodate staffing needs and house future 24/7 operations. These new facilities, including the expanded operations and staffing, would also be built as an integrated facility in a fully developed location, while also maintaining compliance with the City's current and applicable Municipal Codes, including fire protection provisions. As such, the Design Option 2 of the Lifeguard Operations Building would not increase demand on fire protection services in comparison to existing conditions, and it is not anticipated that the improvements would result in the need for new fire personnel or equipment or require construction of a new station or expansion of existing fire facilities. Therefore, Design Option 2 of the Lifeguard Operations Building is expected to be adequately served by existing fire stations, and impacts related to fire protection are determined to be **less than significant.**

Community Plaza Area and Public Accommodations

The Project includes various improvements to the existing Community Plaza Area, located between the JSBCC and Junior Seau Amphitheater and Bandshell and within the limits of the Pier Bridges. The Project also includes various improvements to public accommodations. These improvements and enhanced amenities are intended to serve the community, increasing accessibility, and overall connectivity between features contained within the Project area. These improvements include ADA access to both The Strand and beach, public view deck, first aid and stingray treatment area, visitor-serving leased commercial space, public plaza, and landscaping. Based on the proposed improvements representing an in-kind or similar replacement of the existing plaza area with the described accessibility enhancements, the Community Plaza Area would not increase demand on fire protection services in comparison to existing conditions. The proposed improvements are also not anticipated to result in the need for new fire personnel or equipment or require construction of a new station or expansion of existing fire facilities. Therefore, the Community Plaza Area is expected to be adequately served by existing fire stations, and impacts related to fire protection are determined to be **less than significant.**

Junior Seau Beach Community Center

Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements

The Project proposes cosmetic and non-structural improvements to the JSBCC. The renovated JSBCC would include repairs/replacements of interior components such as flooring, lights, windows, doors, and new building interior and exterior code required upgrades. The improvements would also include code required disabled access improvements, such as path of travel modifications to the building entrance and replacement of existing restrooms.

The existing uses of the JSBCC, including activities such as basketball, pickleball, tai chi, day camps, wheelchair sports, after school programs, and special events (weddings, birthdays, and dances) are not anticipated to change with these improvements. Staffing of the JSBCC would remain the same, and no increase in building operations above current levels is expected. Therefore, the proposed renovations and refurbishments of the JSBCC would not increase demand on fire protection services in comparison to existing conditions, and it is not anticipated that the improvements would result in the need for new fire personnel or equipment or require construction of a new station or expansion of existing fire facilities. Therefore, the improved JSBCC is expected to be adequately served by existing fire stations, and impacts related to fire protection are determined to be **less than significant.**

Junior Seau Amphitheater and Bandshell

Junior Seau Amphitheater

Design Option 3: Reduced Profile and Elevator Relocation

The existing Junior Seau Amphitheater has a 2,500-person seating capacity; 1,500 seats are in the stepped seating area, while 1,000 seats are available within the paved area in front of the bandshell and at the level of The Strand. The Project proposes a reduced profile amphitheater, which would seat 1,419 at new bench seating and 26 wheelchair seats; 312 seats would be accommodated at the Strand-level seating area; therefore, the reconstructed amphitheater would include a total of 1,757 seats, with wheelchair seats distributed throughout the facility as required by code. The reduction in seating capacity would accommodate less guests to attend the Junior Seau Amphitheater at a given time. An additional 13,638 square feet of floor area improvements on two levels underneath the new amphitheater would include storage, event production space, a green room, dressing rooms, utility support rooms, and restrooms designed for events. The new amphitheater, including the described floor area improvement, would also be built as a new facility within the same footprint and as part of a fully developed location. The new amphitheater would be constructed and operated in compliance with the City's current and applicable Municipal Codes, including fire protection provisions. Therefore, the improvements to the Junior Seau Amphitheater would not increase demand on fire protection services in comparison to existing conditions, and it is not anticipated that the reduced profile design would result in the need for new fire personnel or equipment or require construction of a new station or expansion of existing fire facilities. Based on this analysis, the Junior Seau Amphitheater is expected to be adequately served by existing fire stations, and impacts related to fire protection are determined to be **less than significant.**

Junior Seau Bandshell

Design Option 3: Reduced Height and Closed Bandshell (Complies with Proposition A)

The Project proposes to demolish and construct a new Junior Seau Bandshell. The new Junior Seau Bandshell would be designed to increase the stage volume as compared to the existing bandshell and would include upgrades to electrical power, lighting, and audiovisual infrastructure to support the wide variety of events scheduled throughout the year. The Strand-level seating area, as described under the Junior Seau Amphitheater analysis, would include a wider sidewalk to accommodate for the large volume of people entering and exiting the venue. The Junior Seau Bandshell would continue to be used for events of comparable size. The new bandshell, including the suite of electrical, lighting, and audio/visual improvements, would be built as part of this new facility within the same general footprint of the existing bandshell. The new bandshell would be built as part of a fully developed set of public facilities. The new Junior Seau Bandshell would be constructed and operated in compliance with the City's current and applicable Municipal Codes, including fire protection provisions. Therefore, the improvements to the Junior

Seau Bandshell would not increase demand on fire protection services in comparison to existing conditions, and it is not anticipated that this replaced facility would result in the need for new fire personnel or equipment or require construction of a new station or expansion of existing fire facilities. Based on the analysis conducted, the Junior Seau Bandshell is expected to be adequately served by existing fire stations, and impacts related to fire protection are determined to be **less than significant.**

Alternative 2: Betty's Lot

Alternative 2 includes all the components described under Alternative 1 along with development of Betty's Lot, which would be assessed at the program-level wherein specific Project details have only been developed at the conceptual level.

Betty's Lot

The potential environmental impacts associated with the conceptual development of the Betty's Lot site would require a subsequent CEQA document that would be prepared once certain project-level details are known. Under this alternative, Betty's Lot improvements have been analyzed as a broad-based proposed suite of Project components, including preservation of the Strand-level parking lot, new community recreation classrooms, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. Future design considerations may include maintaining the beach view, accessibility, sea-level-rise resilience, and how the expansion of these additional public facilities would be operated and maintained.

The City has an established public facility development impact fee program (Municipal Code Chapter 32B and 32C) that requires new development to provide funds toward capital improvements for public services, including fire and emergency services. The Project would be required to pay applicable developer impact fees in accordance with the City's requirements. These new facilities would be constructed and operated in compliance with the City's applicable Municipal and Building Codes in place at the time of construction, including fire protection provisions.

Therefore, while development of Betty's Lot, consistent with the concept level design and potential features described, may result in a minor increase in demand on fire protection services in comparison to existing conditions, the additional demand is not anticipated to exceed the existing the capacity of fire protection services. Additionally, the expanded operational needs from these facilities would not result in the need for new fire personnel or equipment or require construction of a new station or expansion of existing fire facilities; the Project would be adequately served by existing fire stations. The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services. Therefore, impacts would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions would be implemented. These facilities would continue to be used under their existing conditions; see Section 3.2, Existing Facilities, and Section 3.4.3, Alternative 3, of the Project Description. There would be no physical change to the fire protection environment under the no Project alternative, including no on-site facility updates or improvements consistent with current codes and regulation. However, the

absence of these proposed improvements would not result in any new or intensified fire protection impacts. Therefore, **no impact** would occur.

Police protection?

Under Alternative 1, the Project consists of improvements to the following City-owned facilities: the Pier View Way Bridges, Lifeguard Headquarters, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell. Alternative 2 includes all improvements from Alternative 1 with the addition of the future development of Betty's Lot/Parking Lot No. 30. The Project does not propose any new residential uses and would not directly or indirectly result in substantial and unplanned increase in population growth within the Project area. As mentioned in Section 4.10, the Project is consistent with the underlying land use and zoning of the Project site. Project implementation would not conflict with any of the City's General Plan policies or goals, including growth patterns identified in the Housing Element. Similar to analysis and impact determinations presented above for fire protection, the Project site, including all proposed improvements is part of an already fully developed area of the City that already receives police protection services. The proposed Project is not proposing any new or expanded public use facilities that would corresponding require an increase in police protection services.

The Police Department includes 228 sworn officers and 84 professional staff members who serve a population of more than 175,000 residents (and 5,000 visitors) and manage approximately 110,000 calls for service each year (City of Oceanside 2024). The Police Department station is located at 3855 Mission Avenue, located approximately 3.8 miles northeast of the Project site. Additionally, there is an existing Police Department Substation located immediately south of the Junior Seau Amphitheater, which was completed as part of the Beachfront Facilities Improvements Phase I.

The City has an established public facility development impact fee program (Municipal Code Chapter 32B and 32C) that requires new development to provide funds toward capital improvements for public services, including police and emergency services. Based on the suite of proposed improvements, specifically the new Lifeguard Operations Building, the Project may be required to pay applicable developer impact fees in accordance with the City's requirements. However, lifeguard services represent public safety protections services by their nature, so the Project may not be subject to the referenced impact fee program. Finally, these new and reconstructed facilities would be built and operated in compliance with the City's applicable Municipal and Building Codes in place at the time of construction.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Pier View Way Bridges

Design Option 2: Reconstruction

As discussed above, the Pier View Way Bridges would be reconstructed to match existing dimensions, and existing uses of these facilities would remain unchanged. The proposed reconstruction would not result in any new or intensified uses. Therefore, the reconstruction of the Pier View Way Bridges would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities or the need for new or physically altered police protection facilities, the construction of which could cause significant

environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. Project impacts would be **less than significant.**

Lifeguard Headquarters

The Lifeguard Headquarters in its current location is an integrated feature of the Pier Bridges and provides critical views of and access to the shoreline and surrounding public areas. As part of the Pier View Way Bridges, the Lifeguard Headquarters would be reconstructed to match the existing 3,715-square-foot historic shell configuration, including a new proposed space layout and floor plan to optimize key space requirements, preserve essential operations, and maximize public safety. The existing Lifeguard Headquarters capacity can support 18 staff per day, and 30 staff total. However, current staffing demands are 35 staff per day, and 98 staff total. Lifeguard Service support operations, including the delta between existing capacity and staffing demands would be housed in the proposed new Lifeguard Operations Building, as detailed below.

Additionally, the existing Lifeguard Headquarters lobby, located on the north side of the building, is seldom used by the public; instead, those seeking lifeguard services tend to approach the headquarters building through the garage on the south side. To accommodate this tendency, a new First Aid Patio on the south side of the Lifeguard Headquarters is proposed, which would provide walk-up access to an outside-facing first aid window built into the Lifeguard Headquarters. This walk-up first aid concept would offer increased visibility to the public on The Strand and at the beach, would provide better security, and would be more easily accessible for emergency response vehicles. This set of proposed improvements would retain existing services and public safety, further supported by the proposed new Lifeguard Operations Building.

Based on an evaluation of the proposed Project improvements and the supporting analysis conducted, the reconstruction of new Lifeguard Headquarters, as an integrated element of the reconstruction Pier View Way Bridges, would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. Project impacts would be **less than significant**.

Lifeguard Operations Building

Design Option 2: Modified Three-Story Building

As referenced above, a new and separate Lifeguard Operations Building would be required to accommodate the current staffing demands and future staffing projections, which are currently estimated to be 54 staff per day, and 130 staff total. As mentioned above, the Modified Three-Story Lifeguard Operations Building would provide for Lifeguard Service needs and incorporate a public view deck amenity at the Pacific Street level, offering an enhanced view for the public. As described above, these new facilities would be constructed and built according to the City's current and applicable policies, goals, and Municipal Codes. Additionally, the expanded lifeguard operations and staffing would be within an existing developed area with those services already in place. Therefore, Design Option 2 of the Lifeguard Operations Building would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. Project impacts would be **less than significant.**

Community Plaza Area and Public Accommodations

The Project includes various improvements to the existing Community Plaza Area, located between the JSBCC, Junior Seau Amphitheater and Bandshell, and within the limits of the Pier Bridges. The Project also includes various improvements to public accommodations. These enhanced amenities are intended to serve the community, increasing accessibility, and overall connectivity between features contained within the Project area. The upgraded accommodations include ADA access to both The Strand and beach, public view deck, first aid and stingray treatment area, visitor-serving leased commercial space, public plaza, and landscaping. Based on the proposed improvements representing an in-kind or similar replacement of the existing plaza area with the described accessibility enhancements, the proposed improvements are not anticipated to result in the need for new police personnel or require construction of a new station or expansion of existing police facilities, and the improvements to the Community Plaza Area would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. Project effects would result in **no impacts.**

Junior Seau Beach Community Center

Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements

The Project proposes cosmetic and non-structural improvements to the JSBCC. The renovated JSBCC would include repairs/replacements of interior components such as flooring, lights, windows, doors, and new building interior and exterior code required upgrades. The improvements would also include code required disabled access improvements, such as path of travel modifications to the building entrance and replacement of existing restrooms. The existing uses of the JSBCC, including multiple recreational activities such as basketball, pickleball, tai chi, day camps, wheelchair sports, after school programs, and special events (weddings, birthdays, and dances) are not anticipated to change and could be further enhanced with these improvements. Staffing of the JSBCC would remain the same, and building operations are expected to be maintained. Therefore, the proposed renovations and refurbishments of the JSBCC would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. Project impacts would be **less than significant.**

Junior Seau Amphitheater and Bandshell

Junior Seau Amphitheater

Design Option 3: Reduced Profile and Elevator Relocation

The Project proposes a reduced profile amphitheater, which would seat 1,419 at new bench seating and 26 wheelchair seats; 312 seats would be accommodated at the Strand-level seating area; therefore, the reconstructed amphitheater would include a total of 1,757 seats, with wheelchair seats distributed throughout the facility. An additional 13,638 square feet of floor area improvements on two levels underneath the new amphitheater would include storage, event production space, a green room, dressing rooms, utility support rooms, and restrooms designed for events. The new amphitheater, including the described floor area improvements, would provide for

continued use and enjoyment of this event venue and would be built as a new facility within the same footprint and as part of a fully developed location. The administration of police protection services from existing resources and location would be expected to continue without any need for an increase in those services or facilities. Therefore, the improvements to the Junior Seau Amphitheater would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. Project impacts would be **less than significant.**

Junior Seau Bandshell

Design Option 3: Reduced Height and Closed Bandshell (Complies with Proposition A)

The Project proposes to replace the existing bandshell with a new and slightly larger Junior Seau Bandshell, consistent with Design Option 3's reduced height and closed shell configuration. This option would be designed to increase the stage volume as compared to the existing bandshell and would include upgrades to electrical power, lighting, and audiovisual infrastructure to support the wide variety of events at the amphitheater. The Strand-level seating area, as described under the Junior Seau Amphitheater analysis, would include a wider sidewalk to accommodate for the large volume of people entering and exiting the venue. The new Junior Seau Bandshell would be built within the same general footprint of the existing bandshell and would be built as part of a fully developed set of public facilities. As detailed in the analysis for the Junior Seau Amphitheater, police protection services from existing resources and locations would be expected to continue without the need for an increase in those services or facilities. Therefore, the improvements to the Junior Seau Bandshell would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. Project impacts would be **less than significant.**

Alternative 2: Betty's Lot

Proposed Project improvements of Betty's Lot (Figure 2B-2) has been developed only at the concept level and as part of a long-range possibility for future enhancement and/or expansion of public facilities. Consideration of Betty's Lot as a site for improvements would require future project-level design, analysis, documentation, and approval. Such programmatic design may include the following components: community recreation classrooms, changes to Strand-level parking spaces, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. These components are described in Section 3.4.2, Alternative 2, of the Project Description to memorialize a potential suite of future design phase concepts and to inform this programmatic-level environmental assessment (Figures 22–25). Therefore, a programmatic-level assessment of these components potential to impact recreation resources is provided below.

Betty's Lot

Strand-Level Parking Structure

A parking structure is considered at Strand-level or at-grade, to maintain the existing number of parking spaces or potentially introduce a slight decrease in the number of parking spaces. This parking structure would build a cap over the existing parking lot, thereby allowing for additional community space, park space, and amenities to be built

on its roof. The construction of the parking structure would introduce additional public use facilities that may also introduce the need for additional police services. However, the City's existing suite of public facilities in this area and on the Project site are already part of the ongoing police service area and the need for additional police protection services and/or expanded physical support facilities would not be required. Therefore, impacts related to this threshold are determined to be **less than significant**.

Mid-Level Park and Community Amenities

A new mid-level park would be made available as a result of the Strand-level parking structure. The conceptual design for this level includes community amenities and park space. New open park space, multi-purpose courts, community recreation classrooms, storage, and site ramps and stairs connecting this level to the Strand-level and North Pacific Street have been identified as potential future features necessary to provide movement between these facilities and to ensure ADA accessibility. A mid-level central open space area may be used for a variety of functions including as an event area or simply as a place to congregate for beachgoers, thereby increasing public facility usage. However, as described above, this existing suite of public facilities are already part of the ongoing police service area and the need for additional police protection services and/or expanded physical support facilities with this negligible expansion would not be required. Therefore, impacts related to this threshold are determined to be **less than significant.**

Street-Level Pedestrian Improvements

As part of this design concept, stairs and ADA accessible site ramp would provide access from the mid-level park and amenities to and from the North Pacific Street. At street-level, new sidewalks and paths may be developed to improve connectivity and pedestrian safety. Street-level pedestrian improvements would not increase the need for additional police services or the expansion of police facilities. Therefore, impacts relative to this significance threshold are determined to be **less than significant**.

Therefore, while development of Betty's Lot, consistent with the concept level design and potential features described, may result in a minor increase in demand on police protection services in comparison to existing conditions, the additional demand is not anticipated to exceed the existing the capacity of police protection services or the expanded operational needs from these facilities. Future considerations for Betty's Lot would not include any residential uses and would not directly or indirectly result in substantial or unplanned increase in population growth within the Project area. It is not anticipated that the development of Betty's Lot would result in the need for construction or expansion of existing police facilities to accommodate new police personnel or equipment. Impacts would be **less than significant.**

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2 of the Project Description. There would be no physical change to the environment under the no Project alternative and no additional police services or facilities would be required. Therefore, **no impact** would occur.

Schools?

For Project-related impacts to school facilities, the proposed suite of facilities is discussed in summary, because the analysis applies to all components of the Project.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Under Alternative 1, the Project consists of improvements to the following City-owned facilities: the Pier View Way Bridges, Lifeguard Headquarters, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell. The Project would also include a new Lifeguard Operations Building, enhancements to the Community Plaza, and improved ADA accessibility. The Project does not propose any residential uses and would not directly or indirectly result in substantial and unplanned increase in population growth within the Project area. As mentioned in Section 4.10, the Project is consistent with the underlying land use and zoning of the Project site. Project implementation would not conflict with any of the City's General Plan policies or goals. As described throughout this section, existing uses of the Project site would remain unchanged. Due to the nature of the Project, no people would reside on site. The temporary addition of construction workers and limited addition of new operations personnel to the local population is not anticipated to increase school enrollment sufficiently to require new schools be constructed or existing schools to be physically altered.

The Project may be subject to City development impact fees, as applicable, and applicable Oceanside USD development impact fees. Developer fees allow school districts to impose mitigation fees on new development as a method of addressing increased enrollment. SB 50 establishes that the fees imposed by school districts constitute the exclusive method of considering and mitigating impacts on school facilities caused by a development Project. Such payment shall provide "full and complete mitigation of the impacts of any legislative or adjudicative act on the provision of adequate school facilities" (Government Code Section 65995[h]). However, the applicability of SB 50 to the proposed Project is not expected to be relevant.

Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities or the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for school facilities. The proposed Project would result in **no impacts** to schools.

Alternative 2: Betty's Lot

Alternative 2 includes all the components described under Alternative 1 along with preliminary design and development considerations for Betty's Lot, which would be assessed at the program-level wherein specific Project details have only been developed at the conceptual level.

Betty's Lot

As mentioned above, the potential environmental impacts associated with the conceptual development of the Betty's Lot site would require a subsequent CEQA document that would be prepared once certain project-level details are known. Under this alternative, Betty's Lot improvements have been analyzed as a broad-based proposed suite of Project components, including the following, preservation of the Strand-level parking lot, community recreation classrooms, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface

courts. Future design considerations may include maintaining the beach view, accessibility, sea-level-rise resilience, and how the expansion of these additional public facilities would be operated and maintained.

Future considerations for Betty's Lot would not include any residential uses and would not directly or indirectly result in substantial or unplanned increase in population growth within the Project area. It is not anticipated that the development of Betty's Lot would result in the need for construction or expansion of existing school facilities. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities or the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for school facilities and there would be **no impacts**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2 of the Project Description. There would be no physical change to the environment under the no Project alternative and no associated impacts to schools would result. Therefore, **no impact** would occur.

Parks?

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Under Alternative 1, the Project consists of improvements to the following City-owned facilities: the Pier View Way Bridges, Lifeguard Headquarters, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell. The Project would also include a new Lifeguard Operations Building, enhancements to the Community Plaza, and improved ADA accessibility. The Project does not propose any residential uses and would not directly or indirectly result in substantial and unplanned increase in population growth within the Project area. As mentioned in Section 4.10, the Project is consistent with the underlying land use and zoning of the Project site. Project implementation would not conflict with any of the City's General Plan policies or goals, nor would the Project be required to provide additional recreational facilities on site that are not including in the proposed Project. As described and analyzed in detail in Section 4.13, Recreation, the Project site, and proposed improvements would be to pre-existing park facilities. Drawing from the analysis presented in that section and incorporated into this discussion, implementation of the proposed Project would result in less-than-significant impacts to recreational and/or park facilities. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities or the need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for park facilities. Project-related park impacts would be **less than significant**.

Alternative 2: Betty's Lot

Alternative 2 includes all the components described under Alternative 1 along with development of Betty's Lot, which would be assessed at the program-level wherein specific Project details have only been developed at the conceptual level.

Betty's Lot

As mentioned above, the potential environmental impacts associated with the conceptual development of the Betty's Lot site would require a subsequent CEQA document that would be prepared once certain project-level details are known. Under this alternative, Betty's Lot improvements have been analyzed as a broad-based proposed suite of Project components,

Future considerations for Betty's Lot would not include any residential uses and would not directly or indirectly result in substantial or unplanned increase in population growth within the Project area. It is not anticipated that the development of Betty's Lot would result in the need for construction or expansion of new or existing park facilities. In fact, the proposed suite of improvements would provide for an expansion of park resources. Further programmatic-level analysis of potential improvements to Betty's Lot are discussed below.

Strand-Level Parking Structure

A parking structure is considered at Strand-level or at-grade, to maintain the existing number of parking spaces or introduce a slight decrease in the number of parking spaces. This parking structure would be capped over the existing parking lot, thereby allowing for additional community space, park space, and amenities to be built on its roof. The future Strand-level parking structure could increase performance objectives of existing parks and community spaces by increasing parking for these facilities in the area. Therefore, impacts related to this threshold are determined to be beneficial and there would be **no impacts**.

Mid-Level Park and Community Amenities

A new mid-level park would be made available as a result of the Strand-level parking structure. The conceptual design for this level includes community amenities and park space. New open park space, multi-purpose courts, community recreation classrooms, storage, and site ramps and stairs connecting this level to the Strand-level and North Pacific Street have been identified as potential future features necessary to provide movement between these facilities and to ensure ADA accessibility. A mid-level central open space area may be used for a variety of functions including as an event area or simply as a place to congregate for beachgoers. The future mid-level park and community amenities could increase performance objectives for existing parks and community spaces by increasing the number of parks and recreational facilities in the area and implementing necessary accessibility standards. Therefore, impacts related to this threshold are determined to be **beneficial** and there would be **no impacts.**

Street-Level Pedestrian Improvements

As part of this design concept, stairs and ADA accessible site ramp would provide access from the mid-level park and amenities to and from the North Pacific Street. At street-level, new sidewalks and paths may be developed to improve connectivity and pedestrian safety. Street-level pedestrian improvements could increase performance objectives for existing parks and community spaces by implementing necessary accessibility standards, Therefore, impacts relative to this significance threshold are determined to be **beneficial**, and there would be **no impacts.**

Alternative 3: No Project Alternative

Under this alternative, the City's existing park facilities would be utilized under their existing condition and with continued use of regional and neighborhood parks at the current and projected growth rates. The City's ongoing

management and maintenance protocols would continue. For the on-site Project facilities, none of the proposed enhancements, renovations, or reconstructions would be implemented. These facilities would, as described in the Section 3.4.3 of the Project Description, continue to be used as is and again under existing conditions. Consistent with Section 3.3.2, Project Objectives, most of the Project objectives associated with preserving, restoring, reconstructing, and enhancing the City's existing coastal facilities would not be fulfilled. If the proposed improvements to these coastal public facilities are not implemented, the City's ongoing maintenance and damage management efforts would continue. The existing issues with long-term durability, functionality, and seismic safety would continue unabated, potentially resulting in the need to reevaluate continued investment and utilization. Additionally, given the age of these facilities the City would see an increase in overall maintenance costs, and may be required to assess the potential need for closure of all or major portions of these facilities due to public safety concerns. Therefore, impacts relative to this significance threshold are determined to be **less than significant.**

Other public facilities?

For Project-related impacts to library facilities, the proposed suite of facilities is discussed in summary, because the analysis applies to all components of the Project. Additionally, emergency services are discussed for applicable, discrete Project-related facilities.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Libraries

As described above, the City operates two public library locations, The Civic Center Library on 330 North Coast Highway and Oceanside Public Library Mission Branch on 3861 Mission Avenue, as well as the READS Literacy Center and John Landes Community Center Library located at 804 Pier View Way No. 101 (City of Oceanside 2022). The Oceanside Public Library Mission Branch is located approximately 1.65 miles east of the Project site. Due to the nature of the Project, the Project would not introduce any new residential uses to the Project site or surrounding area. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities or the need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library facilities. Project-related effects on library facilities would be **no impact.**

Emergency Facilities

The Oceanside Lifeguard Service provides public safety to users of Oceanside's coastline and ocean waterways from the Oceanside Harbor entrance to the south city limits, approximately 3.7 miles of beach. The Lifeguard Service operates year-round, with summer operational hours from 8:00 a.m. to 8:00 p.m. and winter hours from 8:00 a.m. to 6:00 p.m. Additionally, lifeguard services and special teams are part of the 911 system and respond to after-hours emergencies. Lifeguard responsibilities include water rescue of swimmers and surfers, emergency medical care, boat rescues, underwater search and rescue teams, swift-water rescue teams for river or flood emergencies, missing persons, and other related emergencies. Oceanside Lifeguards also manage enforcement of Oceanside Beach laws and regulations through citation and arrest in assistance of the Oceanside Police Department. The Lifeguard Headquarters is a coastal-dependent land use required for public health and safety pursuant to Section 30254 of the Coastal Act. The current location of the Lifeguard Headquarters provides critical views of the beach, particularly at and under the pier where the strongest rip currents occur.

Based on the type and number of incidents and medical aid calls near the pier and along the beach, it is imperative to maintain these observation points and keep the Lifeguard Headquarters in its current location to ensure expedited response times. In fiscal year (FY) 2022, the Lifeguard Service ran 8,682 calls for service with a total number of 54,887 victims/involved parties. These calls for service included minor medical aids, major medical aids (including Oceanside Fire Department response), ocean rescues, boat rescues, enforcement contacts and preventative actions adjacent to the pier area. The Project proposes improvements to the Lifeguard Headquarters and an additional Lifeguard Support Facility, which would accommodate the current and projected staff demands described and analyzed above. Therefore, impacts related to emergency facilities are determined to be **beneficial**, and there would be **no impacts.**

Alternative 2: Betty's Lot

Alternative 2 includes all the components described under Alternative 1 along with development of Betty's Lot, which would be assessed at the program-level wherein specific Project details have been developed at the conceptual level.

Betty's Lot

As mentioned above, the potential environmental impacts associated with the conceptual development of the Betty's Lot site would require a subsequent CEQA document that would be prepared once certain project-level details are known. Under this alternative, Betty's Lot improvements have been analyzed as a broad-based proposed suite of Project components, including preservation of the Strand-level parking lot, community recreation classrooms, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. Future design considerations may include maintaining the beach view, accessibility, sea-level-rise resilience, and how the expansion of these additional public facilities would be operated and maintained.

Future considerations for Betty's Lot would not include any residential uses and would not directly or indirectly result in substantial or unplanned increase in population growth within the Project area. It is not anticipated that the development of Betty's Lot would result in the need for construction or expansion of other public facilities, including libraries or emergency services or personnel. Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives for public facilities. Impacts to public facilities would be **less than significant.**

Alternative 3: No Project Alternative

Under this alternative, the City's existing public facilities would be utilized under their existing condition and with continued use at the current and projected growth rates. The City's ongoing management and maintenance protocols would continue. For the on-site Project facilities, none of the proposed enhancements, renovations, or reconstructions would be implemented. These facilities would, as described in the Section 3.4.3 of the Project Description, continue to be used as is and again under existing conditions. Consistent with Section 3.3.2, most of the Project objectives associated with preserving, restoring, reconstructing, and enhancing the City's existing coastal facilities would not be fulfilled. If the proposed improvements to these coastal public facilities are not implemented, the City's ongoing maintenance and damage management efforts would continue. The existing issues with long-term durability, functionality, and seismic safety would continue unabated, potentially resulting in the need to reevaluate continued investment and utilization. Additionally, given the age of these facilities, the City would see an increase in overall maintenance costs and may be required to assess the potential need for closure of all or

major portions of these facilities due to public safety concerns. existing usage of all Project site facilities would continue. Therefore, impacts relative to this significance threshold are determined to be **less than significant.**

4.12.5 Mitigation Measures

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

4.12.6 Level of Significance After Mitigation

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

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4.13 Recreation

This section described the existing recreation conditions of the project site, identifies associated regulatory requirements, evaluates potential impacts, and identifies mitigation measures related to implementation of the Pier View Way Bridges and Lifeguard Headquarters and Beachfront Phase II (proposed Project or Project) in the City of Oceanside (City).

4.13.1 Existing Conditions

Surrounding Parks and Trails

The City of Oceanside maintains parks, recreational facilities, and community centers, including the beach, community parks, special use parks, neighborhood parks, golf courses, and trails. The City currently has approximately 642 acres of park land. As of 2019, the City's parks and recreation facilities consist of 15 community and 17 neighborhood parks, one regional park, three recreation centers (Junior Seau Community Center, Joe Balderamma Recreation Center, and Melba Bishop Recreation Center), a YMCA and Boys and Girls Club, two senior centers, five skateparks, and three pools. Other facilities include Oceanside's 3.5 miles of beach and the City's harbor and pier (City of Oceanside 2019).

The Healthy and Livable Community element (HLC) of the City's General Plan Update focuses on the significance of incorporating sustainability practices and resilience measures into the City's public facilities and infrastructure, recognizing the need for environmentally conscious design, energy efficiency, climate adaption strategies, and utilization of innovative technologies to ensure the long-term viability and functionality of Oceanside's infrastructure and other systems. The HLC outlines the steps that the City will take to ensure equitable access to services and to facilitate the development of safe and well-maintained public facilities that support the physical, mental, and social well-being of Oceanside's residents. In addition, the City adopted a Parks and Recreation Master Plan (Parks Master Plan) to create a vision for the park and recreation system. The Parks Master Plan was updated in 2019 and provides a guide for the orderly development of future park, recreation, and open space facilities and programs to meet the community's current and future needs through 2030. The General Plan builds on the work done in the Parks Master Plan to present a comprehensive view of the City's parks and recreation resources through the 2050 planning horizon. Goals of the Parks Master Plan include a 15-minute walk for neighborhood parks or a 5-minute drive for community parks and special facilities. The General Plan and Master Plan define five major categories of park types: Neighborhood Parks, Community Parks, Community Centers, Regional Parks, and Special Use Parks. These five park categories are described below (City of Oceanside 2019).

- **Neighborhood Parks** are generally smaller parks that provide both passive and limited active recreation but tend to focus on passive recreation. They are typically less than 5 acres in size and serve nearby residents within a 15-minute walk. They generally do not include Citywide facilities, such as gyms, pools, or sports fields.
- **Community Parks** serve daily recreational needs of the community as well as the local broader neighborhood. They are larger than 5 acres in size and service an area within a 5-minute drive. Citywide sports fields, pools, and court sports are concentrated in these locations.
- **Community Centers** are community buildings that provide a wide range of activities serving the community. These centers often accommodate special events, recreation programs, offices, and community services. These facilities can pull from users all over the community but should be accessible by a 5-minute drive.

- **Regional Parks** are parks that are larger than 30 acres, serve the region, and provide a range of activities including passive and active recreation opportunities and often include open space, cultural, and/or natural resources. The sole park classified as regional is the 75-acre Guajome Regional Park, which includes 4.5 miles of multi-use trails, diverse habitats, and recreation areas featuring playgrounds, a basketball court, and a 33-site campsite.
- **Special Use Parks** are a broad category of facilities which focus on specific functions, themes, or user groups. They include facilities such as Heritage Park, the Municipal Golf Course, Oceanside Harbor and Oceanside Pier, and swim facilities.

The Project proposes the redevelopment of multiple recreational facilities including the Junior Seau Community Center and the Junior Seau Pier Amphitheater. The closest City of Oceanside neighborhood park to the Project site is the 1.6-acre Tyson Street Park located approximately 0.08 miles southeast of the Project site. The closest community parks to the Project site include 35-acre Oceanside Harbor Beach, located approximately 0.6 miles north of the Project site. The closest regional park is Guajome Regional Park, which is maintained by the County of San Diego, and is located approximately 7.1 miles northeast of the Project site.

Planned parks in the City include El Corazon Park, located in the center of the City bounded by Rancho Del Oro Drive on the east, Oceanside Boulevard on the south, El Camino Real on the west and Mesa Drive on the north. In 2009 the El Corazon Specific Plan was adopted to guide and implement the vision for the 465-acre area. Future plans for the site include 212 acres of parks and recreation, 164 acres of habitat, 34 acres of civic services, 25 acres of commercial, 19 acres of village commercial, and 11 acres of hotel (City of Oceanside 2021).

Accounting for the total acreage of Oceanside's parks including Regional, Community, Special Use, and Neighborhood Parks, as well as golf courses and Community Centers. Current parkland acreage provisions are stated below in Table 4.13-1. The City of Oceanside currently provides approximately 642 acres of parkland. In addition, 155.6 acres of public school-ground acreage (40% of the total school-ground acres) are countable toward Oceanside's total park acreage giving a total of 797 acres of existing parkland. As of 2023, the population within the City of Oceanside was 170,020, resulting in a parkland service ratio of 4.7 acres per 1,000 residents (Census 2023). While this is below the current standard of 5 acres per 1,000 residents, the inventory includes only 2 acres of the El Corazon site. Planned development of El Corazon will result in an additional 210 acres of parkland. With completion of El Corazon, the parkland service ratio will increase to 5.9 acres per 1,000 residents (City of Oceanside 2024a).

Table 4.13-1. Current Parkland Acreage Provisions

Park Category	Countable Acreage	Acres/1,000 Residents
Community Centers	41.1	0.2
Community Parks	225.2	1.3
Neighborhood Parks/Pocket Parks	74.4	0.4
Special Use Parks	6.9	0.0
Regional Parks	75.0	0.4
Parkland Golf Courses	219.5	1.3
Total	**642.1**	**3.8**

Source: City of Oceanside 2024a.

4.13.2 Regulatory Setting

State

Quimby Act

California allows a city or county to pass an ordinance that requires, as a condition of approval of a subdivision, either the dedication of land, the payment of a fee in lieu of dedication, or a combination of both for park and recreational purposes (California Government Code Section 66477). This legislation, commonly called the "Quimby Act," establishes a maximum parkland dedication standard of 3 acres of parkland per 1,000 residents for a new subdivision development unless the amount of existing neighborhood and community parkland exceeds that limit.

Local

City of Oceanside General Plan

The State of California requires that each city draft and adopt a comprehensive general plan that provides long-term guidance for development within the City's jurisdiction. The City of Oceanside General Plan is comprised of multiple elements addressing specific areas of development. The sections that address goals and policies related to recreation are the Community Facilities Element, Environmental Resource Management Element, Land Use Element, and Recreational Trails Element. Each of these elements are described in detail as they related to parks and recreation below.

Community Facilities Element

The Community Facilities Element provides overall guidance for maintaining and developing the City's public services and facilities, including parks and other recreational facilities. The goals and policies contained in the Community Facilities Element aim to provide adequate public facilities that support recreational and leisure activities as well as to contribute to overall health of the City's residents. Specifically, the Community Facilities Element establishes that an adequate parkland goal is 5 acres of dedicated parkland per 1,000 residents within the City.

As defined in the Community Facilities Element, community parks should meet the following:

A. The topography and land configuration should be sustainable to accommodate the park's proposed uses. A minimum of 65% of the park land area should be usable for active recreation;
B. Sites should have or be able to achieve safe pedestrian and bicycle access;
C. Sites should be visible from the street in order to enhance enjoyment of the park by people driving by and to facilitate security surveillance;
D. Noise generated by park use should be mitigated to avoid disturbing adjacent residences;
E. Lighting should be designed to limit impacts on adjacent residents;
F. Parks should be buffered from adjacent residences through the use of fences, landscaping, berms, or other treatments, in order to prohibit undesired access to private property; and
G. "Community Parks" located in resident neighborhoods should have at least one access point on a Collector road. Whenever possible, these facilities should be located adjacent to public schools.

Environmental Resource Management Element

The Environmental Resource Management Element provides guidance to conserving and preserving natural resources and open space as the City develops. As related to recreation, this element encourages the preservation of open space for public health and welfare. Open space is defined as land areas absent of man-made structures.

Land Use Element

The Land Use Element provides policies, definitions, and zoning designations for all land use types in the City. It establishes guiding policies for each type of land use including open space and community facilities. As it related to parks and recreation the Land Use Element gives overall direction of encouraging, preserving, and developing adequate open space, park areas, and recreation facilities for community use. The element also establishes the general development impact fee policy to provide for expanding public facilities to meet the demand of any new development.

Circulation Element

The City's Circulation Element includes the Pedestrian Master Plan, the Bicycle Master Plan, and the Recreational Trails Element.

Pedestrian Master Plan

The City of Oceanside Pedestrian Master Plan aims to guide how the City plans and implements pedestrian projects, including projects to enhance neighborhood quality or mobility options by providing pedestrian improvement projects. The Pedestrian Master Plan identifies and prioritizes pedestrian projects based on technical analyses and community input and provides a prioritized list of projects to improve the City's ability to receive grant funding to implement the top priority projects.

Bicycle Master Plan

The Bicycle Master Plan is a comprehensive update to the 1995 City of Oceanside Circulation Element and Recreational Trails Element and identifies points where the City's bikeway system could be integrated with the San Diego County regional bikeway system. The Bicycle Master Plan evaluates the City's existing bikeway facility system and its relationship with other systems, such as mass transit, and recommends improvements wherever appropriate. Additionally, the goal of the Bicycle Master Plan is to maximize the efficiencies offered by multi-modal connections between mass transit and bikeways as well as to promote a viable alternative to the automobile travel in a climate particularly conducive to bicycle transportation. The City aims to implement the Bicycle Master Plan to provide a more convenient bikeway system for cyclists, especially for those who choose bicycle transportation over vehicle transportation.

Recreational Trails Element

The Recreational Trails Element provides policies and guidance for the City's bicycle, pedestrian, and equestrian trail system. This element defines adequacy standards and goals for maintaining recreational trails, such as hiking trails, multi-use trails, equestrian trails, and bicycle trails throughout the City.

City of Oceanside General Plan Update

The Oceanside General Plan Update is ongoing and establishes the City's overall approach to growth and change within its boundaries to the year 2050, containing both a statement of the community's vision of its long-term development as well as the goals, policies, and actions to support that vision and guide the physical growth of the City. The Plan contains policies to inform decision-making related to development, housing, transportation, environmental quality, natural and human induced hazards, community facilities and services, parks, and open spaces.

Healthy and Livable Community Element

The Healthy and Livable Community Element outlines the steps that the City will take to ensure equitable access to services and to facilitate the development of safe and well-maintained public facilities that support the physical, mental, and social well-being of Oceanside's residents (City of Oceanside 2024b). The goals and policies presented in this element consider the changing demographics, anticipated growth, and evolving healthcare needs of the community.

Goals

7-G. Adequate and accessible public parks, recreational facilities, and community centers will be provided, designed, and maintained to meet the active and passive recreational needs of the entire Oceanside community.

7-H. A well-maintained and integrated system of parks and accessible open spaces will be seamlessly connected by a citywide network of clearly marked trails and pathways.

7-I. The City will support education on the use of open space and economic, biological, and scenic value of space.

7-J. The City will have adequate, inclusive, and well-funded community facilities to serve the needs of Oceanside residents, including for formal and informal public gatherings, government and administration, and public safety.

7-K. The provision of new public facilities and services will be equitably distributed throughout the City, with a particular focus on ensuring access to community facilities for historically disadvantaged communities and providing parkland in locations where new growth is anticipated.

7-L. The City will design and retrofit new and existing City facilities to reduce dependence on fossil fuels to the greatest extent feasible and to proactively adapt to climate change.

Parks and Recreation Facilities

Policy 7-37. Use the Parks Master Plan as the vehicle to plan and locate new parkland. As part of the next update, undertake efforts to locate new parkland to meet the next ten years of community parkland need.

Policy 7-38. Meet and maintain the parkland accessibility and service ratio standards as defined in Table 7-2 in the General Plan Update.

- Consider accessibility, housing density, proximity to schools, general public access, local resident access, adjacent residential area traffic impacts, safe pedestrian access, and compatible use with the surrounding environment when determining park locations.
- Locate new parks, plazas, or alternative parks (such as greenways) in existing infill neighborhoods along the corridors where new residential development is contemplated, or in areas found to be lacking park access, as shown in Figure 7-5 of the General Plan Update.
- Maintain and periodically revisit shared use agreements with the Oceanside Unified School District and other public-school districts with recreational facilities in Oceanside. Such agreements should provide mutual benefit and ensure safe access and use of shared facilities.

Policy 7-41. Ensure a balance between recreation and conservation in the development and maintenance of parkland. Consider the following during the development/re-development of parkland:

- Expanding minimum buffers around sensitive resources;
- Utilizing natural plant species in park projects;
- Incorporating plant species that provide food such as seeds, nuts and berries for wildlife and bird species;
- Protecting and buffering drinking water sources such as small ponds and wetland areas; and
- Limiting the use of turf grass to recreational areas.

Policy 7-42. Design parkland areas for both active recreation that caters to different ages and abilities, and passive recreation such as nature trails and picnic areas.

Policy 7-43. Maintain parkland and trails to provide safe and accessible outdoor opportunities. Design parks to protect public safety by ensuring adequate lighting, signage, and maintenance.

Policy 7-46. Reflect changing demographics and community needs and desires as part of parks and facilities improvements and programming by including diverse community participants in parks and recreation planning efforts.

City of Oceanside Municipal Code

Chapter 32B – Impact Fees

Chapter 32B of the City's Code of Ordinances covers all impact fees imposed by the City as a condition of development approval for the purpose of financing capital improvements, the need for which is attributable to such development, unless expressly exempted. Fees applicable to recreation include, (d) Park fees imposed pursuant to Ordinance No. 91-10; (e) Park fees imposed pursuant to article 40 of the Zoning Regulations (Ordinance No. 88-22, as amended).

Chapter 32C – Public Facility Fee

Chapter 32C of the City's Code of Ordinances outlines provisions for assessing and collecting public facilities fees as a condition of issuing a building permit for the purpose of defraying the actual or estimated costs of constructing needed public facilities pursuant to the community facilities element of the general plan. Public facilities shall include all governmental facilities specified in the adopted elements of the City's general plan, including the community facilities element, or such facilities contained in the City's five-year capital improvement program. Prior to the issuance of a building permit for new construction, including residential and nonresidential development, on any property within the Citywide area of benefit established pursuant to this chapter, the applicant for such permit shall pay or cause to be paid any fees established and apportioned pursuant to this chapter for the purpose of defraying the actual or estimated cost of constructing the City's public facilities. The amount of such fee shall be fixed by resolution of the City council in accordance with the provisions of Chapter 32B. The purpose of this chapter is to ensure that the quality of life of all residents is protected as new development occurs, and that the ability of the City to provide public facilities for the benefit of the City as a whole exists. Because the police, fire, general government, and library facilities addressed in the public facilities fee provide benefit to the entire City, the area of benefit for the public facilities fee is the City boundaries.

Chapter 32D – Park Land Dedication and Payment of Fees

Chapter 32D of the City's Code of Ordinances outlines provisions that apply to all development within the City of Oceanside by which additional residential lots and/or dwelling units are created. Every owner, developer or subdivider who creates such lots and/or units shall dedicate a portion of land, pay a fee, or do both as set forth in this chapter for the purposes of providing open space, park, and recreational facilities. In accordance with the standards of five (5) acres of developed parkland for each one thousand (1,000) people, set forth in the community facilities element, a developer shall dedicate land and/or pay a fee as required by this chapter. The City Council shall, by resolution, fix said dedication and/or fee requirements. Fees collected pursuant to this chapter shall be allocated and expended pursuant to the requirements of Chapter 32B of the City Code.

Parks and Recreation Master Plan

Adopted in November 2019, the Parks and Recreation Master Plan provides guidance on the development of future parks, recreation, and open space facilities in order to meet the needs of the community. The Master Plan identifies existing facilities, provides a Citywide needs assessment, proposes implementation strategies, and includes overall goals and policies for the development, maintenance, renovation, and acquisition of park facilities.

4.13.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to recreation are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. For the purposes of this Project, a significant impact related to recreation would occur if the Project would:

1. 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.
2. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

4.13.4 Impact Analysis

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?

The Project does not propose any residential uses and would not directly or indirectly result in substantial and unplanned increase in population growth within the Project area. Project implementation would not conflict with any of the City's General Plan policies or goals, including growth patterns identified in the Housing Element.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Pier View Way Bridges

Design Option 2: Reconstruction

The Pier View Bridges reconstruction would include replacing components with materials that preserve the original look, feel, and defining characteristics of the existing structure. The reconstruction would include new structural columns that match the existing dimensions, to the extent feasible, while meeting current design codes. The approach aims to extend the new bridges' lifespan to around 75 to 100 years by using high-quality materials and construction techniques that adhere to modern design and seismic standards. As such, the reconstruction of the Pier Bridges would not increase the use of existing neighborhood parks or regional parks or other recreational facilities such that substantial physical deterioration of those facilities would occur or be accelerated. The Pier View Way Bridges are part of and a contributing element to the set of public facilities on the Project site. The proposed reconstruction would provide for continued public use and enjoyment. Therefore, impacts relative to this significance threshold are determined to be **less than significant.**

Lifeguard Headquarters

The Lifeguard Headquarters in its current location is an integrated feature of the Pier Bridges and provides critical views of and access to the shoreline and surrounding public areas. As part of the Pier View Way Bridges, the Lifeguard Headquarters would be reconstructed to match the existing 3,715 square foot historic shell configuration. A new proposed space layout and floor plan under would be incorporated to retain and optimize key space requirements to preserve essential operations and maximize public safety at the current location. The Lifeguard Headquarters would be reconstructed on its original location to the west of The Strand. All other Lifeguard Service support operations and staffing would be housed in the proposed new Lifeguard Operations Building, as detailed below. Consistent with the impact determination provided above for the Pier View Way Bridges, Design Option 2 Reconstruction, the proposed reconstruction of the Lifeguard Headquarters would not increase the use of existing neighborhood parks or regional parks or other recreational facilities such that substantial physical deterioration of those facilities would occur or be accelerated. Therefore, impacts would be **less than significant**.

Lifeguard Operations Building

Design Option 2: Modified Three-Story Building

The Project proposes a Modified Three-Story Lifeguard Operations Building between the two Pier View Way Bridges immediately east of the existing public plaza area. Design Option 2 would provide for Lifeguard Service needs and incorporate a public view deck amenity at the Pacific Street level. This design option would utilize a modified third story that would not exceed the current elevation of North Pacific Street. The overall square footage is between approximately 7,500 and 7,800 square feet, with variations due to architectural considerations, use of enclosed balcony spaces, elevator, stair and hallway layouts, and column configuration of the existing bridges. These new lifeguard facilities would introduce additional and expanded operations; however, the proposed location and design would be incorporated within the already developed area and all surrounding uses, including the visitor serving commercial restaurant, would be preserved and/or replaced. The new view deck would represent an additional public feature for passive recreation, thereby enhancing recreational opportunities. Based on this analysis, the reconstruction of the Lifeguard Operations Building under Design Option 2 would not increase the use of existing neighborhood parks or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, impacts relative to this significance threshold are determined to be **less than significant.**

Community Plaza Area and Public Accommodations

The Project includes various improvements to the existing community plaza area, located between the JSBCC and Junior Seau Amphitheater and Bandshell and within the limits of the Pier View Way Bridges. The Project also includes various improvements to public accommodations. These improvements and enhanced amenities are intended to serve the community, increasing accessibility, preserve passive recreation opportunities, and maintain overall connectivity between features contained within the Project area. These improvements would include ADA access to both The Strand and beach, public view deck, a ramp with interim stages from North Pacific Street to the plaza area, first aid and stingray treatment area, visitor-serving leased commercial space, public plaza, and landscaping. Based on the proposed improvements representing an in-kind or similar replacement of the existing plaza area with accessibility enhancements and continued passive recreation opportunities, improvements to the community plaza area would not increase the use of existing neighborhood parks or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, impacts relative to this significance threshold are determined to be **less than significant.**

Junior Seau Beach Community Center

Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements

The Project proposes cosmetic and non-structural improvements to the JSBCC. The renovated JSBCC would include repairs/replacements of interior components such as flooring, lights, windows, doors, and new building interior and exterior code required upgrades. The improvements would also include code required disabled access improvements, such as path of travel modifications to the building entrance and replacement of existing restrooms. The existing uses of the JSBCC, including multiple recreational activities such as basketball, pickleball, tai chi, day camps, wheelchair sports, after school programs, and special events (weddings, birthdays, and dances) are not anticipated to change and could be further enhanced with these improvements. Staffing of the JSBCC would remain the same, and building operations are expected to be maintained. Therefore, the proposed renovations and refurbishments of the JSBCC would not increase the use of existing neighborhood parks or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, impacts relative to this significance threshold are determined to be **less than significant.**

Junior Seau Amphitheater and Bandshell

Junior Seau Amphitheater

Design Option 3: Reduced Profile and Elevator Relocation

The Project proposes a reduced profile amphitheater which would include a total of 1,757 seats with wheelchair seats distributed throughout. The amphitheater would specifically include accommodation for 1,419 patrons with new bench seating and 26 wheelchair seats. An additional 312 seats would be included at the Strand level on the paved area between the amphitheater and bandshell. An additional 13,638 square feet of floor area improvements on two levels underneath the new amphitheater would include storage, event production space, a green room, dressing rooms, utility support rooms, and restrooms designed for events. The new amphitheater, including the described floor area improvements, would provide for continued use and enjoyment of this event venue and would be built as a new facility within the same footprint and as part of a fully developed location. Therefore, improvements to the Junior Seau Amphitheater would not increase the use of existing neighborhood parks or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, impacts relative to this significance threshold are determined to be **less than significant.**

Junior Seau Bandshell

Design Option 3: Reduced Height and Closed Bandshell (Complies with Proposition A)

The Project proposes to replace the existing bandshell with a new and slightly larger Junior Seau Bandshell, consistent with Design Option 3's reduced height and closed shell configuration. This option would be designed to increase the stage volume as compared to the existing bandshell and would include upgrades to electrical power, lighting, and audiovisual infrastructure to support the wide variety of events at the amphitheater. The Strand level seating area, as described under the Junior Seau Amphitheater analysis, would include a wider sidewalk to accommodate for the large volume of people entering and exiting the venue. The new Junior Seau Bandshell would be built within the same general footprint of the existing bandshell and would be built as part of a fully developed set of public facilities. Therefore, improvements to the Junior Seau Bandshell would not increase the use of existing neighborhood parks or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, impacts relative to this significance threshold are determined to be **less than significant.**

Alternative 2: Betty's Lot

Proposed Project improvements of Betty's Lot (Figures 23,- 25) has been only developed at the concept level and as part of a long-range possibility for future enhancement and/or expansion of public facilities. Consideration of Betty's Lot as a site for improvements would require future design. Such programmatic design may include the following components: preservation of the Strand-level parking lot, community recreation classrooms, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. These components are described in Section 3.4.2 of the Project Description to memorialize a potential suite of future design phase concepts and to inform this programmatic-level environmental assessment (Figures 23 – 25). These components would require project-level review once design details are further defined and confirmed. Therefore, a programmatic level assessment of these components potential to impact recreation resources is provided below.

Betty's Lot

Strand-Level Parking Structure

A parking structure is considered at Strand-level or at-grade, to maintain the existing number of parking spaces or potentially introduce a slight decrease in the number of parking spaces. This parking structure would build a cap over the existing parking lot, thereby allowing for additional community space, park space, and amenities to be built on its roof. The construction of the parking structure would not increase use of existing regional or neighborhood parks or other recreational facilities such that a substantial physical deterioration of those facilities would occur. The future mid-level park and community amenities could reduce physical deterioration at existing parks and recreational facilities by increasing the number of parks and recreational facilities, including parking for these facilities, in the area. Therefore, impacts related to this threshold are determined to be **beneficial and there would be no impacts**.

Mid-Level Park and Community Amenities

A new mid-level park would be made available as a result of the Strand-level parking structure. The conceptual design for this level includes community amenities and park space. New open park space, multi-purpose courts, community recreation classrooms, storage, and site ramps and stairs connecting this level to the Strand-level and North Pacific Street have been identified as potential future features necessary to provide movement between these facilities and to ensure ADA accessibility. A mid-level central open space area may be used for a variety of functions including as an event area or simply as a place to congregate for beachgoers. The future mid-level park and community amenities could reduce physical deterioration at existing parks and recreational facilities by increasing the number of parks and recreational facilities in the area. Therefore, impacts related to this threshold are determined to be **beneficial and there would be no impacts**.

Street-Level Pedestrian Improvements

As part of this design concept, stairs and ADA accessible site ramp would provide access from the mid-level park and amenities to and from the North Pacific Street. At street-level, new sidewalks and paths may be developed to improve connectivity and pedestrian safety. Street level pedestrian improvements would not increase the use of existing neighborhood parks or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, impacts relative to this significance threshold are determined to be **beneficial and there would be no impacts**.

Alternative 3: No Project Alternative

Under this alternative, the City's existing recreational facilities would be utilized under their existing condition and with continued use of regional and neighborhood parks at the current and projected growth rates. The City's ongoing management and maintenance protocols are expected to continue. For the on-site Project facilities, none of the proposed enhancements, renovations, or reconstructions would be implemented. These facilities would, as described in the Section 3.4.3, Alternative 3 of the Project Description, continue to be used as is and again under existing conditions. Consistent with Section 3.3.2 Project Objectives, most of the Project objectives associated with preserving, restoring, reconstructing, and enhancing the City's existing coastal facilities would not be fulfilled. If the proposed improvements to these coastal public facilities are not implemented, the City's ongoing maintenance and damage management efforts would continue. The existing issues with long-term durability, functionality, and seismic safety would continue unabated, potentially resulting in the need to reevaluate continued investment and

utilization. Additionally, given the age of these facilities the City would see an increase in overall maintenance costs, and may be required to assess the potential need for closure of all or major portions of these facilities due to public safety concerns. Existing usage of all Project site facilities would continue, and the potential for continued physical deterioration would advance and could ultimately result in full or partial closure. For the existing on-site public facilities, the No Project Alternative may result in an increase in the use of existing neighborhood parks or regional parks or other recreational facilities; however, based on the City's existing and planned park facilities that potential for increased use would not be expected to result in substantial physical deterioration of the facilities or see their deterioration be accelerated. Therefore, impacts relative to this significance threshold are determined to be **less than significant.**

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?

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

As mentioned in Section 4.12.4, the Project would consist of improvements to several City-owned public facilities, most of which would also fall under the definition of recreational facilities. The Project would involve the proposed improvements through renovation, refurbishment, and reconstruction methodologies, including the Pier View Way Bridges and Lifeguard Headquarters, JSBCC, Junior Seau Amphitheater and Bandshell and, and the Community Plaza Area. As described in detail in the Project Description, the purpose of the proposed Project is to address needed improvements to this full suite of public facilities, with this analysis conducted to determine if the potential for those improvements would result in an adverse physical effect on the environment. In the context of physical effects, the potential for any corresponding impacts has been analyzed throughout this programmatic environmental impact report (PEIR). The analysis conducted has accounted for various factors, including historical significance, lifeguard service requirements, stormwater levels and flooding, the surrounding plaza area and Strand, and sea level rise. Additionally, considerations to coastal development and permitting, ADA accessibility, landscaping, and a broad suite of other technical disciplines (e.g., biology, visual/aesthetics, cultural, and others).

The proposed Project improvements are associated with existing built features that would be renovated or reconstructed within their existing physical footprints, thereby minimizing the potential for adverse physical effects on the environment. However, the Project site includes an existing disturbed coastal bluff and multiple elements of the proposed Project would require physical encroachment and modification of the coastal bluff during construction. The coastal bluff has been modified extensively through construction of the original Pier View Way Bridges, JSBCC, Junior Seau Amphitheater and Bandshell, and Betty's Lot. Many of these facilities serve as bluff retaining features within their existing footprints, with additional existing features including engineered retaining structures, drainage channels, plantings of ornamental vegetation and non-native trees, irrigation systems, and bluff top pedestrian facilities.

Pier View Way Bridges

Design Option 2: Reconstruction

Reconstruction of the Pier View Way Bridges would involve demolition of the existing structures and construction of the new bridges. Both demolition and construction activities would require temporary encroachment into and modification of the existing disturbed coastal bluff. As presented in Section 3.5.2.3 Grading and Earthwork of the

Project Description, grading/earthwork activities associated with the proposed Project is estimated to include approximately 5,400 cubic yards of cut/export and approximately 1,000 cubic yards of fill/import. In the context of permanent changes to the coastal bluff, the Pier View Way Bridges have been in place for close to 100 years and the proposed reconstruction would be in-kind without any expansion of the existing bridge footprint, including the existing staircases on the north and south sides of the bridges that provide access to the Community Plaza and The Strand.

The Pier View Way Bridges improvements also propose an ADA access ramp that would be built into the existing bluff and extend north to the northern end of the JSBCC with a return ramp extending south and connecting at-grade with the Community Plaza. However, as described above, the coastal bluff is in a disturbed state and includes engineered retaining walls, drainage features, and an irrigation system. The bluff is primarily developed, and incorporation of a new built feature would be consistent with the surrounding development and would not result in impacts to sensitive vegetation or habitats. The proposed Project would include all necessary bluff stabilization requirements and would be further supported by a detailed landscape plan (See Appendix C – Concept Landscape Plan) that will include revegetation and management of the coastal bluff. Drawing from this comprehensive assessment of existing conditions and the corresponding analysis of the proposed improvements, the Project's construction and/or expansion of recreational facilities, including the Pier View Way Bridges and ADA access ramp, would not result in an adverse physical effect to the environment and the impacts would be **less than significant**.

Lifeguard Headquarters

The existing Lifeguard Headquarters located at the western end of the Pier View Way Bridges, is an integrated feature of the bridge structure, and would be reconstructed in concert with the Pier View Way Bridges. The new headquarters facility would stay within the existing 3,715 square foot shell configuration with new proposed space layout and floor plan that would maintain essential operations and maximize public safety at the current location. The Lifeguard Headquarters would be reconstructed in its original location to the west of The Strand within the existing footprint, including the existing rock revetment in front of the headquarters building. No expansion or modification of the existing footprint is proposed with this improvement. Therefore, the Project's construction and/or expansion of recreational facilities would not result in an adverse physical effect to the environment and the impacts would be **less than significant**.

Lifeguard Operations Building

Design Option 2: Modified Three-Story Building

The Project proposes a Modified Three-Story Lifeguard Operations Building design option which would provide for Lifeguard Service needs and incorporate a public view deck amenity at the North Pacific Street level. This design option would utilize a modified third story that would not exceed the current elevation of North Pacific Street. The Modified Three-Story Lifeguard Operations Building would include lifeguard logistics spaces on the lower level, specifically housing beach and water rescue equipment and crafts. Lifeguard Support and Lifeguard Administration spaces would be provided on the upper levels, including observation/meeting spaces, offices, storage, IT, and multi-use spaces designed to accommodate staffing needs and house future 24/7 operations. These new facilities would also require encroachment into the existing disturbed bluff but would be built as an integrated facility in a fully developed location. Therefore, construction and/or expansion of recreational facilities, including the Lifeguard Operations Building – Design Option 2, would not result in an adverse physical effect to the environment and the impacts would be **less than significant.**

Community Plaza Area and Public Accommodations

The Project includes various improvements to the existing community plaza area and within the existing footprint, located between the JSBCC and Junior Seau Amphitheater and Bandshell and within the limits of the Pier View Way Bridges. The Project also includes various improvements to public accommodations. These improvements and enhanced amenities are intended to serve the community, increasing accessibility, and overall connectivity between features contained within the Project area. Based on the proposed improvements representing in-kind or similar replacements of the existing plaza area features, the construction and/or expansion of recreational facilities, including the Community Plaza Area, would not result in an adverse physical effect to the environment and the impacts would be **less than significant.**

Junior Seau Beach Community Center

Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements

The Project proposes cosmetic and non-structural improvements to the JSBCC. The renovated JSBCC would include repairs/replacements of interior components such as flooring, lights, windows, doors, and new building interior and exterior code required upgrades. The improvements would also include code required disabled access improvements, such as path of travel modifications to the building entrance and replacement of existing restrooms. None of the proposed improvements would involve the potential for physical effects or modifications beyond the existing limits of the JSBCC footprint. Therefore, the proposed renovations and refurbishments of the JSBCC would not construct or expand existing recreational facilities, no adverse environmental effect to the environment would occur, and there would be **no impacts.**

Junior Seau Amphitheater and Bandshell

Junior Seau Amphitheater

Design Option 3: Reduced Profile and Elevator Relocation

The existing Junior Seau Amphitheater has a 2,500-person seating capacity; 1,500 seats are in the stepped seating area, while 1,000 seats are available within the paved area in front of the bandshell and at the level of The Strand. The Project proposes to demolish and replace the existing facility with a reduced profile amphitheater. The new facility would include 1,419 bench seats, 26 wheelchair seats, and 312 seats would be accommodated within the Strand-level seating area, equating to a total of 1,757 seats. An additional 13,638 square feet of floor area improvements on two levels underneath the new amphitheater would include storage, event production space, a green room, dressing rooms, utility support rooms, and restrooms designed for events. The new amphitheater, including the described floor area improvement, would also be built as a new facility within the same footprint across the same coastal bluff area, and as part of a fully developed location. The new amphitheater would not involve any expansion or enlargement beyond the existing limits. Therefore, construction and/or expansion of recreational facilities, including the new Junior Seau Amphitheater, would not result in an adverse physical effect to the environment and the impacts would be **less than significant.**

Junior Seau Bandshell

Design Option 3: Reduced Height and Closed Bandshell (Complies with Proposition A)

The Project proposes to demolish and construct a new Junior Seau Bandshell. The new Junior Seau Bandshell would be designed to increase the stage volume as compared to the existing bandshell and would include upgrades to electrical power, lighting, and audiovisual infrastructure to support the wide variety of events scheduled throughout the year. The Strand-level seating area, as described under the Junior Seau Amphitheater analysis, would include a wider sidewalk to accommodate for the large volume of people entering and exiting the venue. The Junior Seau Bandshell would continue to be used for events of comparable size. The new bandshell, including the suite of electrical, lighting, and audio/visual improvements, would be built as part of this new facility within the same general footprint of the existing bandshell. The new bandshell would be built as part of a fully developed set of public facilities. Based on the proposed new bandshell representing a similar replacement within the same location, the construction and/or expansion of recreational facilities, including the new Junior Seau Bandshell, would not result in an adverse physical effect to the environment and there would be **no impacts.**

Alternative 2: Betty's Lot

Alternative 2 includes all the components described under Alternative 1 along with development of Betty's Lot which would be assessed at the program-level wherein specific project details have only been developed at the conceptual level.

Strand-level Parking Structure

A parking structure at Strand-level or at-grade has been conceptually developed to maintain the existing number of parking spaces or possibly slightly reduce the number of parking spaces. The structure would be open to the west side of Betty's Lot to the beach view and north toward the Beach Operations Center. This parking structure would allow for additional community space, park space, and amenities to be built on its roof. These concept level improvements would be constructed in an area of the Project site where the west facing side of the existing coastal bluff is in a semi-natural state and without any engineered features (e.g., retaining or cribs walls). This west facing portion of the bluff is vegetated with a blend of non-native and ornamental vegetation. The north facing side of the coastal bluff includes crib-retaining wall that is also vegetated with non-native and ornamental species. The bluff is partially developed, and incorporation of a new built feature would be consistent with the surrounding development and would not result in impacts to sensitive vegetation or habitats. As described under the Pier View Way Bridges discussion, the proposed Project would include all necessary bluff stabilization requirements and would be further supported by a detailed landscape plan (See Appendix C – Concept Landscape Plan) that will include revegetation and management of the coastal bluff. Drawing from this comprehensive assessment of existing conditions and the corresponding analysis of the proposed concept level improvements to Betty's Lot and The Strand-level parking, the Project's construction and/or expansion of recreational facilities would not result in an adverse physical effect to the environment and the impacts would be **less than significant.**

Mid-level Park and Community Amenities

A new mid-level park would be made available because of the Strand-level parking structure. The conceptual design for this level includes community amenities and park space. New open park space, multi-purpose courts, community recreation classrooms, storage, and site ramps and stairs connecting this level to the Strand-level and North Pacific Street have been identified as future features necessary to provide movement between these facilities

and to ensure ADA accessibility. As detailed above as part of the Strand-level parking structure discussion, the coastal bluff in this area is partially developed, incorporation of a new built feature would be consistent with the surrounding development and would not result in impacts to sensitive vegetation or habitats. Additionally, the construction and operation of a mid-level park and community amenities would be an integral element of the future Betty's Lot improvements, which would be subject to detailed project level analysis, documentation, and approval. Based on the analysis conducted the Mid-level Park and Community Amenities would not have an adverse physical effect on the environment. Therefore, impacts relative to this significance threshold are determined to be **less than significant.**

Street-level Pedestrian Improvements

As part of this design concept, stairs and ADA accessible site ramp would provide access from the mid-level park and amenities to and from the North Pacific Street. At street level, new sidewalks and paths may be developed to improve connectivity and pedestrian safety. This design concept would be integrated with the Mid-level Park and Community Amenities described above. The construction and operation of street-level pedestrian improvements would not have an adverse physical effect on the environment. Therefore, impacts relative to this significance threshold are determined to be **less than significant.**

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2, Existing Facilities, of the Project Description. There would be no physical change, construction and/or expansion of recreational facilities that would result in an adverse physical effect to the environment. Therefore, **no impact** would occur.

4.13.5 Mitigation Measures

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

4.13.6 Level of Significance After Mitigation

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

4.14 Traffic and Circulation

This section describes the existing traffic and circulation conditions of the project site, identifies associated regulatory requirements, evaluates potential traffic/transportation impacts, and identifies mitigation measures as necessary related to implementation of the proposed Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II (Project).

Pursuant to Senate Bill (SB) 743, vehicle miles traveled (VMT) was adopted as the metric to evaluate the significance of transportation impacts. The current CEQA guidelines and thresholds apply to land use and transportation projects that are subject to CEQA analysis. Therefore, this section uses VMT as the basis for evaluating transportation impacts of the proposed Project under CEQA. The analysis is conducted per requirements established by CEQA Guidelines, the Technical Advisory on Evaluating Transportation Impacts in CEQA prepared documents by the State Office of Planning and Research (OPR 2018), and the City of Oceanside Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (2020) herein referred as VMT Guidelines, and the City of Oceanside General Plan (2012).

It should be noted that the City is currently updating its General Plan and would be adopting an Integrated Mobility (IM) Element as part of this update. The General Plan Update, Phase 2 (Onward Oceanside) Draft PEIR and IM are available for public review. This section refers to some of the transportation network or facilities description and graphics from the Onward Oceanside PEIR; however, the analysis does not include any results or findings from the document.

4.14.1 Existing Conditions

The Project is located in the City of Oceanside where regional access is provided by Interstate 5 (I-5), State Route 76 (SR-76), and State Route 78 (SR-78). Local access is provided via Coast Highway and other connecting local and collector roads. The Project site is located on the west side of North Pacific Street along the Pacific Ocean and Oceanside City Beach between Civic Center Drive and Parking Lot No. 28 to the north and 1st Street to the south. Betty's Lot/Parking Lot No. 30 is an approximately 0.8-acre parking lot within the Project site and is accessed via The Strand and 1st Street.

The Project site consists of four City owned facilities, including the Pier View Way Bridges (Pier Bridges) and Lifeguard Headquarters, the Junior Seau Beach Community Center (JSBCC), the Junior Seau Amphitheater and Bandshell, and Betty's Lot/Parking Lot No. 30. The Pier Bridges provide the primary entrance and exit to the Oceanside Municipal Pier. The City's Lifeguard Service is operated out of its headquarters located at the western end and base of the Pier Bridges and provides access to and from the beach and surrounding public facilities and supporting amenities. The JSBCC has played host to numerous community activities, including meetings, social events, dances, and an early senior center. The JSBCC is also home to the City's Sports Office, which serves as an information center, providing information and contacts for both youth and adult sports programs. The amphitheater currently has a 2,500-person seating capacity: 1,500 seats are in the stepped seating area, while 1,000 seats are available within the paved area in front of the bandshell and at the level of The Strand. Together, with the bandshell, the facility is known for holding concerts, graduation ceremonies, and special events.

Existing Roadway Circulation System

The following is a description of the existing street network in the vicinity of the Project.

- North Pacific Street is classified as a Collector roadway, west of Coast Highway. This street runs parallel to PCH between Harbor Drive and Eaton Street. Pacific Street is a two-lane undivided roadway, with a 25 mile per hour (MPH) posted speed limit and on-street parking permitted on all segments. It is also designated as a bike route and has bike sharrows marked throughout the corridor.
- Civic Center Drive is classified as a Collector roadway from Cleveland Street to east of Horne Street and extends further as Bush Street. It is a two-lane undivided roadway, with a 25 MPH speed limit. Parallel parking is allowed on all segments of the street, with the exception of the south side of Civic Center Drive east of Coast Highway to Horne Street where diagonal on-street parking is provided in this section of the roadway.
- Pier View Way is a local street located south of Civic Center Drive from Cleveland Street to Horne Street. This street is a two-lane undivided roadway with a 25 MPH speed limit. Parking is allowed on all segments of the street, and diagonal parking is allowed on the segment between Cleveland Street and Ditmar Street.
- Mission Avenue is classified as a Secondary Collector that connects the Coast Highway corridor and beach area with portions of the city located east of I-5. Mission Avenue is two-lane roadway that operates as one-way street in the westbound direction between Coast Highway and Clementine Street. Mission Avenue and Seagaze Drive operate as a couplet street, with Seagaze Drive as a one-way street in the eastbound direction. Parallel parking is allowed on the south side of the street between Freeman Street and Clementine Street, and diagonal parking is permitted on the north side between Artist Alley and Clementine Street.
- Seagaze Drive is classified as a two-lane Collector roadway, east of railroad tracks to Horne Street. As mentioned above, it operates as a one-way street in the eastbound direction between Coast Highway and Clementine Street. Parallel parking is allowed on most parts of the street, with diagonal parking allowed on a portion of the north side of the street between Cleveland Street and Coast Highway and on the south side of the street between Coast Highway and Freeman Street.
- The Strand is the main thoroughfare along the Oceanside City Beach. It is a paved two-way pedestrian and bicycle path, with restricted vehicular access, paralleling the beach and immediately west of the four referenced City owned facilities. A portion of The Strand crosses underneath the Pier Bridges. North of Surfrider Way, The Strand is one-way in the northbound direction, and one-way southbound south of 1st Street. There is no through vehicle access under the Pier Bridges.

Figure 4.14-1, Planned Roadway Classifications, illustrates the planned roadway facilities near the Project.

Existing Bicycle Network

The following classes are used to identify bicycle facilities within the City of Oceanside per Onward Oceanside PEIR (City of Oceanside 2024):

- Class I Bike Paths also referred to as a multi-use path or shared-use paths, a Class I facility provides a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. A bike paths can provide connections where roadways are non-existent or unable to support bicycle travel. The minimum paved width for a two-way bike path is eight feet, with a

two-foot-wide graded area adjacent to the pavement are hard-surface routes within an exclusive right-of-way physically separated from vehicular roadways and intended specifically for non-motorized use.

- **Class II Bike Lanes** This class of bike facility provides a striped lane designated for bicycle use, prohibiting motor vehicles or pedestrians. A Class II bike lane is a one-way facility located on either side of a roadway. Pedestrian and motorist crossflows are permitted at locations such as intersections or vehicles preparing to make a right turn. Additional enhancements such as painted buffers and signage may be applied. The minimum bike lane width is five feet, or six feet when posted speeds are greater than 40 miles per hour.
- **Class III Bike Routes** This classification provides for shared use of traffic lanes with cyclists and motor vehicles. A bike routes can be identified by signage and/or lane pavement markings called "sharrows." Such routes are best suited for low-speed, low-volume roadways with an outside lane of 14 feet or greater. Bike routes provide network continuity or designate preferred routes through corridors with high demand. Traffic calming features such as speed humps, traffic circles, and curb extensions can be used to help keep traffic speeds and volumes low, enhancing the comfort along these shared use facilities.
- **Class IV-Separated Bikeway:** Also referred to as a cycle track, a Class IV facility provides a right-of-way designated exclusively for bicycle travel within the roadway that is physically separated from vehicular traffic. A cycle track can be designed for one- or two-way travel. Examples of physical separation include vertical separation (e.g., sidewalk level), flexible posts, railings, planters, or with on-street parking.

The total mileage of the City's bicycle network is 106 miles, providing connectivity to all Sprinter stations, Oceanside Transit Center, and San Luis Rey Transit Center. In the vicinity of the Project, North Pacific Street has an existing Class III bike route, which connects to Class III bike route along Mission Avenue from Pacific Street to Horne Street. Other streets that have bike facilities in the vicinity are Coast Highway, Civic Center Drive and Seagaze Drive that matches what is shown in the City of Oceanside Bicycle Master Plan 2017 Update. SANDAG in cooperation with the City completed a portion of the Oceanside Coastal Rail, a Class I bike path between Tyson Street, just south of Seagaze Drive and Oceanside Boulevard. This bike path is located on the west side of railroad property owned by the NCTD and is a continuous bike path connecting directly to the Oceanside Transit Center.

Figure 4.14-2, Existing Bicycle Facilities, illustrates bicycle facilities near the Project.

Existing Transit Conditions

The North County Transit District (NCTD) provides transit services to the North County of San Diego, including the City of Oceanside. There are two main transit centers located near the proposed Project, which include the Oceanside Transit Center (OTC) and the Coast Highway Sprinter station. The OTC is located within 0.25 miles of the Project and provides connections with the Coaster, Amtrak Surfliner, Metrolink Orange County Line, and Sprinter train lines as well as NCTD bus routes 101, 302, 303, 313, 318, Flex 392, Flex 395, and Greyhound buses. The Coast Highway Sprinter station is located 1.5 miles south of the Project and also provides connections to NCTD bus routes 101, 302, and 318. The NCTD bus routes listed below provide bus access near the Project area.

- **Route 101** operates north-south along Highway 101 from Oceanside to VA/UCSD/UTC with a stop at OTC on weekdays and weekends. The hours of operation for the 101 bus route are approximately 5:08 a.m. to 10:13 p.m., on weekdays with a frequency of 30 minutes and 5:11 a.m. to 11:23 p.m. on weekends, with a frequency of 30 minutes.
- **Route 302** operates between the OTC and Vista Transit Center and operates on Vista Way. The hours of operation are approximately 4:36 a.m. to 11:42 p.m. on weekdays with a frequency of 20 minutes and 5:11 a.m. to 11:45 p.m. on weekends, with a frequency of 30 minutes.

- **Route 303** operates between the OTC and Vista via Town Center North. The hours of operation for the 303 bus route are approximately 4:00 a.m. to 11:56 p.m., Monday through Friday, with a frequency of 20 minutes and 4:33 a.m. through 12:04 a.m., on Saturday and Sunday with a frequency of 20 to 30 minutes.
- **Route 318** operates between the OTC and the Vista Transit Center via Oceanside Boulevard. The hours of operation for the 318 bus route are approximately 4:33 a.m. to 7:59 p.m., Monday through Friday, with a frequency of 60 minutes and 5:35 a.m. through 7:52 p.m., on Saturdays with a frequency of 60 minutes.
- **Flex 392** operates between the OTC and Vandergrift. The hours of operation for the 392 bus route are approximately 4:54 a.m. to 8:37 p.m., Monday through Friday, with a frequency of 30 minutes in the am and 60 minutes in the p.m. The route operates on Saturday and Sunday between 5:44 a.m. through 6:25 p.m., with a frequency of 120 minutes.
- **Flex 395** operates between the OTC and 52 Area via Naval Hospital. The hours of operation for the 395 bus route are approximately 7:08 a.m. to 6:57 p.m., Monday through Sunday, with a frequency of three hours.
- **Sprinter** operates east/west between the endpoints at the OTC and the Escondido Transit on all weekdays, except holidays. The Sprinter operates at a frequency of 30 minutes between 4:30 a.m. and 9:00 p.m.
- **Coaster** operates north/south between the OTC and the San Diego Santa Fe Dept on all weekdays, and weekends. The Coaster operates between 5:16 a.m. and 12:42 a.m. at an alternating frequency of 60 and 120 minutes on weekdays and between 7:36 a.m. and 12:42 a.m. at an alternating frequency of 60 and 120 minutes on weekdays.
- **Amtrak Pacific Surfliner** serves the OTC with 10–12 daily departures on weekdays, and slightly fewer on weekends and holidays. The first train typically departs around 5:00 a.m. – 6:00 p.m., while the last departure is usually between 8:00 p.m. – 9:00 p.m.
- **Metrolink Orange County Line** connects the OTC with LA Union Station with 6 daily departures on weekdays with first departure around 4:00 a.m. and the last departure around 5:38 p.m. On weekends, there are also 6 daily departures with the first departure around 8:27 a.m. and the last departure around 6:23 p.m.

A figure illustrating the transit routes and facilities near the Project is included as Figure 4.14-3, Existing Public Transportation.

4.14.1.1 Methodology

Vehicle Miles Traveled Approach and Methodology

An assessment was conducted to determine the Project impacts using vehicle miles traveled (VMT). This assessment uses methodologies presented within the California Governor's Office of Planning and Research (OPR) Technical Advisory developed to assist with implementation of Senate Bill (SB) 743, which resulted in a shift in the measure of effectiveness for determining transportation impacts from level of service (LOS) and vehicular delay to VMT (OPR 2018). VMT analyses are required in all CEQA documents as of July 1, 2020.

VMT is defined as the "amount and distance of automobile travel attributable to a project" per CEQA Guidelines Section 15064.3. VMT (and VMT per capita or VMT per employee) is a measure of the use and efficiency of the transportation network as well as land uses in a region. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT is estimated for a typical weekday for the purposes of measuring transportation impacts.

The City uses the City of Oceanside Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment (City of Oceanside 2020) to establish thresholds and methodology for VMT analysis. Based on the City's VMT Guidelines, a VMT analysis for CEQA is not required for projects that are located in a low VMT area per SANDAG VMT Screening Maps or are screened out per Table 4.14-1, Screened-Out Projects, of the City's VMT Guidelines.

Table 4.14-1. Screened-Out Projects

Project Type
Projects located in a Transit Priority Areas (TPA) or Smart Growth Opportunity Area as identified in the most recent SANDAG San Diego Forward Regional Plan and is consistent with the General Plan at the time of project application.[1,2]
Projects located in a low-VMT generating area identified on the most recent SANDAG SB 743 VMT Screening map
Locally serving K-12 schools
Day care centers
Local parks
Locally serving retail uses less than 50,000 square feet, including: gas stations, banks, restaurants, grocery stores, and shopping centers
Community institutions (Public libraries, fire stations, local government)
Locally serving hotels (e.g. non-destination hotels, non-regionally serving)
Student housing projects on or adjacent to college campuses
Local serving community colleges that are consistent with the assumptions noted in the most recent SANDAG Regional Transportation Plan/Sustainable Communities Strategy
Affordable housing projects[3]
Assisted living facilities
Senior housing (as defined by HUD)
Transit projects
Bike projects
Pedestrian projects
Safety improvement projects (e.g., RRFBs and high visibility crosswalks at uncontrolled locations, pedestrian count down timers, additionally projects identified through the Highway Safety Improvement Program)
Projects generating less than 500 daily vehicle trips (if inconsistent with adopted General Plan)
Projects generating less than 1,000 daily vehicle trips (if consistent with adopted General Plan

Source: City of Oceanside 2020.

1 Projects located in a TPA must be able to access the transit station within a 0.5-mile walking distance or 6-minute walk continuously without discontinuity of sidewalk or obstructions to the route. Qualifying transit stops means a site containing an existing rail transit station served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (SANDAG 2021). A high-quality transit corridor may also be considered if a corridor with fixed route bus service has service intervals no longer than 15 minutes during peak commute hours (SANDAG 2021).

2 Smart Growth Opportunity Area Map is provided in Appendix B to San Diego Forward: The Regional Plan (SANDAG 2021). The most recent version available shall be used.

3 If a project is a mix of affordable housing and market rate housing or unscreened use, only the affordable housing component would qualify as screened out. Additionally, any removal of affordable housing automatically requires CEQA VMT analysis

Projects that do not meet any screening criteria must include a detailed evaluation of the VMT produced by the project. The significant thresholds and specific VMT metrics used to measure VMT are described by land use type below in Table 4.14-2.

Table 4.14-2. Significance Thresholds

Project Type	Metric	Significance Threshold[1]
Residential	Resident VMT / Capita	15 % below regional average
Commercial	Employee VMT / Employee	15 % below regional average
Industrial	Employee VMT / Employee	15 % below regional average
Retail[2]	Net Increase in the regional VMT	Net increase in regional VMT
Mixed-Use	Evaluate each land use separately	Based on the proposed land use
Redevelopment[3]	Based on the proposed land use	Based on the proposed land use

Source: City of Oceanside 2020.

1 The City may request the applicant to analyze VMT using a more localized threshold if the project requires.

2 Locally serving retail is presumed to decrease VMT; however, retail projects over 50,000 square feet are considered regionally serving.

3 A redevelopment project that reduces VMT is presumed to have a less-than-significant impact and is screened out. The removal of affordable housing will require VMT analysis.

The Project's VMT analysis was conducted using SANDAG VMT maps and using the employee VMT per employee metric for the entire site, which includes project-level and program-level components. Additional screening criteria also apply to the Project. As shown in Section 4.14.4, the Project meets the respective criteria and is therefore screened out of a detailed VMT analysis.

4.14.2 Regulatory Setting

Federal

There are no federal plans, policies, or ordinances relevant to the proposed Project.

State

California Department of Transportation

The California Department of Transportation (Caltrans) is the public agency responsible for designing, building, operating, and maintaining California's State highway system, which consists of freeways, highways, expressways, toll roads. Caltrans is also responsible for permitting and regulating the use of State roadways.

Senate Bill 743/California Environmental Quality Act Guidelines

On September 27, 2013, Governor Brown signed SB 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under the CEQA process for several categories of development projects, including the development of infill projects in transit priority areas, and to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. SB 743 adds Chapter 2.7, Modernization of Transportation Analysis for Transit Oriented Infill Projects, to the CEQA Statute (California Public Resources Code, Section 21099). Section 21099(d)(1) provides that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. In addition, SB 743 mandates that alternative metrics for determining impacts relative to transportation shall be developed to replace the use of level of service (LOS) in CEQA documents.

In the past, environmental review of transportation impacts focused on the delay that vehicles experience at intersections and on roadway segments, which is often measured using LOS. Mitigation for impacts on vehicular delay often involves increasing capacity, such as widening a roadway or increasing the size of an intersection, which in turn encourages more vehicular travel and greater pollutant emissions. Additionally, improvements to increase vehicular capacity can often discourage alternative forms of transportation such as biking and walking. SB 743 directed the Governor's Office of Planning and Research (OPR) to develop an alternative metric for analyzing transportation impacts in CEQA documents. The alternative shall promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of multimodal transportation system, and providing clean, efficient access to destinations. Under SB 743, it was anticipated that the focus of transportation analysis would shift from vehicle delay to VMT within transit priority areas (i.e., areas well served by transit).

Pursuant to SB 743, OPR released the draft revised CEQA Guidelines in November 2017, recommending the use of VMT for analyzing transportation impacts. Additionally, OPR released updates to the Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018), to provide guidance on VMT analysis. In this Technical Advisory, OPR provides its recommendations to assist lead agencies in screening out projects from VMT analysis and selecting a significance threshold that may be appropriate for their particular jurisdiction. While OPR's Technical Advisory is not binding on public agencies, CEQA allows lead agencies to "consider thresholds of significance . . . recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence" (14 CCR 15064.7[c]).

In December 2018, the CEQA Guidelines were updated to add new Section 15064.3, Determining the Significance of Transportation Impacts, which describes specific considerations for evaluating a project's transportation impacts using the VMT methodology. This new methodology is required to be used for projects beginning on July 1, 2020.

CEQA Guidelines Section 15064.3(b) is divided into four subdivisions as follows:

1. Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
2. Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan PEIR, a lead agency may tier from that analysis as provided in Section 15152.
3. Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

4. Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project.

Since the proposed Project would be categorized as a land use project, CEQA Guidelines Section 15064.3(b)1 and (b)3 apply. The City of Oceanside the lead agency for purposes of conducting environmental studies for the proposed Project and will lead permitting and construction for the proposed Project. The City has adopted its own VMT Guidelines that describes the methodology for analyzing transportation-related impacts and is consistent with both the CEQA Guidelines update and OPR's Technical Advisory.

Regional

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

The San Diego Association of Governments (SANDAG) San Diego Forward: The 2021 Regional Plan (2021 Regional Plan) was adopted by the SANDAG Board of Directors on December 10, 2021 (SANDAG 2021). It includes the region's Regional Transportation Plan (RTP); Sustainable Community Strategy (SCS), as required by SB 375; and Regional Comprehensive Plan. The 2021 Regional Plan provides a long-term blueprint for the San Diego region that seeks to meet regulatory requirements, address traffic congestion, and create equal access to jobs, education, healthcare, and other community resources. The SCS describes coordinated transportation and land use planning that exceeds the state's target for reducing per capita GHG emissions set by the California Air Resources Board (CARB). The 2025 Regional Plan is currently under preparation the detailed Draft Plan and its Environmental Impact Report is anticipated to be ready for public feedback in spring 2025.

SANDAG also prepared a Regional Transportation Regional Plan (RTIP), a five-year investment plan that identifies projects and programs the San Diego region proposes to fund (SANDAG 2022). The primary purpose of RTIP is to incrementally implement the latest Regional Plan, which guides regional transportation investments for the next 20 years.

San Diego Association of Governments Regional Bike Plan

SANDAG Regional Bike Plan The Riding to 2050, the San Diego Regional Bike Plan adopted by SANDAG supports implementation of the Regional Plan. It provides a regional strategy to make riding a bike a useful form of transportation for everyday travel. The plan will help San Diego meet its goals to reduce GHG emissions and improve mobility. The goals of the Regional Bike Plan includes increasing levels of bicycling; improving bicycling safety; encouraging the development of Complete Streets; supporting reductions in emissions; and increasing community support. In September 2013, the SANDAG Board of Directors approved funding to implement the Regional Bike Plan Early Action Program, which focuses on the region's highest-priority projects. Priority is chosen in part based on proximity to smart growth areas, taking into account that bikeways would be used more often if they connect high-density activity hubs within a short distance of each other, and on whether a project would fill key gaps in the regional bike networks. The Regional Bike Plan is currently being updated as part of SANDAG's Active Transportation Program.

North County Comprehensive Multimodal Corridor Plan

The North County Comprehensive Multimodal Corridor Plan identifies all three Smart and Sustainable Corridors Plan (SSCSP) comprising of Mission Avenue, Oceanside Boulevard, and Vista Way excluding the Plaza Boulevard as "Mobility Boulevards." In the CMCP, mobility boulevards are one of the strategic anchors of North County's mobility system, linking local activity centers to regional networks while also providing subregional connectivity. They emphasize multimodal design, safety and comfort for all modes of travel, and person throughput over vehicle throughput. Key strategies for mobility boulevards include smart arterials, which use technology to optimize traffic conditions, space to accommodate higher quality active transportation facilities, high frequency transit services, and traffic signals equipped with Transportation System Management and Operations technology to provide coordination between travel modes. Elements of these strategies are envisioned for all three SSCSP corridors.

Local

City of Oceanside General Plan Circulation Element

The City's General Plan contains a Circulation Element that is intended to guide the development of the local circulation system in a manner that is compatible with the General Plan Land Use Element. To help meet traffic demands and achieve balanced growth, the City has the following goals related to traffic (City of Oceanside 2012):

1. A multimodal transportation system, which allows for the efficient and safe movement of all people and goods and which meets current demands and future needs of the population and projected land uses with minimal impact to the environment;
2. Alternative modes of transportation to reduce the dependence on the automobile;
3. Alternative transportation strategies designed to reduce traffic volumes and improve traffic flow;
4. A citywide transportation system that integrates with the regional transportation system; and
5. A multimodal transportation system that creates a balance with preserving community values and maintaining public acceptance.

As noted, the City is currently in Phase II of its General Plan Update (GPU), which includes an Integrated Mobility Element for transportation. The GPU Integrated Mobility Element (IM) would replace the City's existing Circulation Element working in tandem with the proposed Efficient and Compatible Land Use (ECLU). Together, the elements provide direction for the integration of land use goals and a mobility network that supports limited extensions of roadways, increased demands for transit, creation of more walkable and bikeable environments, and allowing for "mobility hubs" where a range of transportation modes and complementary land uses converge to provide travelers with convenient connections and a range of commercial services and public amenities. Overall, the City's proposed mobility network would offer a wide range of transportation options supporting efficient land uses by encouraging high-density residential and mixed-use development in proximity to transit and active transportation facilities. It will also address key topics of Roadway Classifications, Complete Streets Improvements, Transit/Micro-Transit, Active Transportation Facilities and Evacuation Routes.

City of Oceanside Bicycle Master Plan

The City created a Bicycle Master Plan, which was approved in December 2008 and updated in 2017. The Oceanside Bicycle Master Plan is included as a sub-element of the City's General Plan Circulation Element and Recreational Trails Element. The Bicycle Master Plan intends to establish facilities for the City's bikeway system

that could integrate with the existing San Diego County bikeway system and maximize efficiency between mass transit and bikeways. The City of Oceanside developed the following goal categories to create fundamental criteria for the City's bikeway system: (1) Popular, (2) Systemic, (3) Destination-Oriented, (4) Safe, (5) Designed to Standards, (6) Maintained, (7) Minimize Liability Exposure, (8) Minimize Cost, (9) Environmentally Sensitive, and (10) Educational (City of Oceanside 2017).

City of Oceanside Pedestrian Master Plan

The City created a Pedestrian Master Plan, which was approved in November 2009. The Pedestrian Master Plan is intended to guide how the city plans and implements pedestrian projects. The goals of the Pedestrian Master Plan aim to improve safety, walkability, connectivity, accessibility, alternative transportation, neighborhood quality, and funding. The plan identifies and prioritizes pedestrian projects based on technical analysis and community input (City of Oceanside 2009).

4.14.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to traffic and circulation are based on Appendix G of the CEQA Guidelines. For the purposes of this Project, a significant impact related to traffic and circulation would occur if the Project would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
4. Result in inadequate emergency access.

The following project alternatives are analyzed below:

- Alternative 1 – The Alternative 1 incudes a project-level analysis of design components that have been recommended in previous feasibility studies and approved by the City Council (i.e., Pier Way Bridges [Design Option 2: Reconstruction], Lifeguard Headquarters, Lifeguard Support Facilities [Design Option 2: Modified Three-Story Building], Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell.
- Alternative 2 –The Alternative 2 includes all components of Alternative 1 and a program-level analysis of Betty's Lot, which proposes Strand-level Parking Structure; Mid-level Park and Community Amenities; Street-level Pedestrian Improvements.
- Alternative 3 – The no Project alternative includes the City's existing recreational facilities, which would be utilized under their existing condition and with continued use of regional and neighborhood parks at the current and projected growth rates.

4.14.4 Impacts Analysis

Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Short-Term Construction

Alternatives 1 and 2: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell, and Betty's Lot

As described in the Project Description, the phasing of Project construction will include prioritizing reconstruction of the Pier View Bridges and Lifeguard Headquarters as the first phase. A detailed schedule for remaining facilities is speculative at the time of writing; however, JSBCC would likely be the second phase with the amphitheater and bandshell being identified as the third and final phase. The potential for future implementation and construction efforts associated with Betty's Lot is also speculative at this time. The anticipated construction schedule for reconstruction of the Pier View Way Bridges and Lifeguard Headquarters is approximately 18 to 24 months. The construction process is anticipated to include site preparation, demolition, grading and earthwork, structure construction and improvements, and landscaping and paving.

For all phases of construction, the related trips would include worker trips, haul trips, and deliveries based on the different construction phases and as noted below:

- **Pier View Way Bridges, Lifeguard Headquarters, and Lifeguard Operations Building:** The highest number of average daily worker trips for all construction phases would be 60 worker trips, 4 vendor trips, and 20 haul truck trips (for a maximum total of 84 one-way trips), occurring during the Demolition and Site Preparation phase.
- **Junior Seau Beach Community Center (Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements):** The highest number of average daily worker trips for all construction phases would be 35 worker trips and 18 vendor trips (for a maximum total of 53 one-way trips), occurring during the New Construction phase.
- **Junior Seau Amphitheater and Bandshell (Junior Seau Amphitheater, Design Option 3: Reduced Profile and Elevator Relocation) and Junior Seau Bandshell (Design Option 3: Reduced Height and Closed Bandshell) (Complies with Proposition A):** The highest number of average daily worker trips for all construction phases would be 60 worker trips and 30 vendor trips (for a maximum total of 90 one-way trips), occurring during the New Construction phase.
- **Betty's Lot; Strand-level Parking Structure; Mid-level Park and Community Amenities; Street-level Pedestrian Improvements:** The highest number of average daily worker trips for all construction phases would be 60 worker trips and 30 vendor trips (for a maximum total of 90 one-way trips), occurring during the New Construction phase.

Hours of construction would adhere to the City's permitted hours for construction. Construction-related traffic would access the Project site via the existing roadway network; however, construction trucks would use the designated truck routes including North Pacific Street. Construction parking would be accommodated on the Project site as construction would occur sequentially for each component. The areas proposed for storage and staging would involve utilizing portions of the existing plaza areas, stretching from JSBCC south to the Amphitheater and

Bandshell. Additionally, portions of Betty's Lot would also be utilized. The use of these areas would be dynamic, in the context of the needed space likely shifting in location and size depending on the construction stage, activities, location, and needs. The required temporary lane closures along North Pacific Street, traffic control plans, and staging areas have been identified for JSBCC, Pier View Way Bridges, Junior Seau Amphitheater and Bandshell, and Betty's Lot. A series of figures that represent potential construction sites and elements, including staging schemes, construction areas (storage and lay-down areas), temporary access controls (routes, closures, and detours), and emergency services access points and routes were developed to provide an illustrative representation of those activities and included as figures and described below:

- **Figure 26_1 – Junior Seau Beach Community Center – Construction Site:** This figure illustrates the short-term construction area along North Pacific Street and The Strand and fenced construction area for JSBCC. The workers would use both Pacific Street and The Strand, while the truck routes would travel along Pacific Street. Fire and emergency access would be maintained along Pacific Street and The Strand. The JSBCC parking lot would be used for construction trailers, storage and laydown for construction. With the completion of the building renovation, construction trailers would be removed and JSBCC parking lot improvements would be completed. Parking Lot No. 29 would be closed to complete the restriping and other improvements. This closure is anticipated to be of limited duration and the end of the main construction phase.
- **Figure 26_2 - Junior Seau Beach Community Center – Construction Lane Closures:** This figure illustrates extent of partial lane closure of North Pacific Street, adjacent to JSBCC to complete utility connections, new curb and gutter and final street finish and striping at the end of the construction phase for a limited duration. However, two-way traffic would be maintained along Pacific Street at all times. A portion of The Strand along the Project frontage of JSBCC would be closed during construction for a short term to complete underground utility infrastructure, new curb and gutter and final paving at the endo of the construction phase for a limited duration.
- **Figure 27_1 – Pier View Way Bridges – Temporary Wooden Municipal Pier Access Structure (Single-Stage):** This figure illustrates single stage construction that would occur to remove and replace the Pier View Way Bridges. Access to the sidewalk near the entrance of the bridges would be closed during construction. A protective cover would be placed over The Strand. The figure also illustrates the contractor yard and construction fencing.
- **Figure 27_2 – Pier View Way Bridges – Temporary Wooden Municipal Pier Access Structure (Two-Stage):** This figure illustrates two-stage construction that would occur to replace the Pier View Way Bridges. Access to the sidewalk near the entrance of the bridges would be closed during construction. A protective cover would be placed over The Strand. The figure also illustrates the contractor yard and construction fencing. A detour would be in place for the down ramps located at the northwest corner of the site.
- **Figure 28_1 – Junior Seau Amphitheater and Bandshell – Construction Site:** This figure illustrates the JSAB construction site with the short-term construction area along North Pacific Street and The Strand and fenced construction area for JSAB. The westbound left movement at the Mission Avenue/North Pacific Street intersection will be closed temporarily during construction at this site because of partial lane closure of North Pacific Street. Fire and emergency access would be maintained along North Pacific Street, 1st Street and The Strand. Workers and trucks would use North Pacific Street, 1st Street and The Strand during the construction phase. Construction access via 20-foot-wide gates would be from The Strand. The figure also shows the crane and concrete pad, as well as construction and laydown area and storage locations.
- **Figure 28_2 – Junior Seau Amphitheater and Bandshell – Lane Closures:** This figure illustrates extent of partial lane closure of North Pacific Street, adjacent to JSAB to complete utility connections, new curb and

gutter and final street finish and striping at the end of the construction phase for a limited duration. However, two-way traffic would be maintained along North Pacific Street at all times. A part of the Betty' parking lot would be closed during construction for a short term to complete slurry coat finish, new Americans with Disabilities Act (ADA) parking striping and end of path travel is scheduled at the end of the construction phase for a limited duration.

- Figure 29_1 – Betty's Lot – Construction Site: This figure illustrates the Betty's Lot construction site with the short-term construction area along North Pacific Street and fenced construction area for the parking lot. Fire and emergency access would be maintained along North Pacific Street, 1st Street and The Strand. Access to the police substation, beach operations center and restrooms buildings would be maintained at all times during construction. Workers and trucks would use North Pacific Street, 1st Street and The Strand during the construction phase. Construction access via 20-foot-wide gates would be from The Strand. The figure also shows the crane and concrete pad, as well as construction and laydown area and storage locations. Construction would occur on the eastern part of the site first and the western part of the site would be used for construction laydown area and storage. A covered walkway along south side of Betty's Lot would be constructed.
- Figure 29_2 – Betty's Lot – Lane Closures: This figure illustrates extent of partial lane closure of North Pacific Street, adjacent to Betty's Lot to complete utility connections, new curb and gutter and final street finish and striping at the end of the construction phase for a limited duration. However, two-way traffic would be always maintained along Pacific Street. The short segment of the westbound lane of 1st Street/Seagaze Drive, between The Strand and North Pacific Street would be closed to complete at the end of the construction phase for a limited duration.

To minimize the impact of construction activities to the circulation system the above-mentioned plans would be implemented as **PDF-TRA-1** Traffic Control Plans (TCP)**.** These plans will ensure safe and efficient movement of motorists, bicycles, and pedestrians through or around construction zones while protecting the workers, equipment, and construction areas. The TCPs show the exact location of the construction area, any lane closures, the roadway geometrics, and the temporary traffic control for the work and phases of construction. The City's review of TCPs would ensure that the plans are consistent with the California Manual on Uniform Traffic Control Devices (CAMUTCD) for temporary traffic control and the San Diego Regional Standard Drawings for traffic control plans, per City requirements. With the implementation of **PDF- TRA-1**, short-term construction impacts to the circulation system would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the City's existing recreational facilities would be utilized under their existing condition and with continued use at the current and projected growth rates. For the on-site Project facilities, none of the proposed enhancements, renovations, or reconstructions would be implemented; thus, new traffic related to the construction described under Alternative 1 and/or Alternative 2 would not occur and **PDF-TRA-1** would not be implemented. Therefore, construction impacts under Alternative 3 are determined to be **less than significant.**

Long-Term Operation

Alternatives 1 and 2: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell, and Betty's Lot

The Pier Bridges would maintain existing operations with improvements to enhance circulation and public viewing areas. The Pier Bridges would continue to provide the primary entrance and exit to the Oceanside Municipal Pier via an at-grade entrance with North Pacific Street on the Pier Bridges utilized by vendors, beachgoers, and visitors.

The Lifeguard Headquarters would continue to provide essential operations that maximize public safety and provide ongoing public services through active monitoring and patrolling the Pier Bridges, coastline, and ocean areas.

The proposed Lifeguard Operations Building would operate as a supplemental facility to the Lifeguard Headquarters. It would address lifeguard services, growing safety services, space needs, training and meeting requirements, and expanded 24-hour operations. The facility would also provide visitor-serving leased restaurant space at The Strand and plaza level. Given the rotational nature of lifeguard operations and staffing, a maximum of 54 new employees would be added to support the supplemental facility during peak seasons and events.

The proposed JSBCC would preserve existing operations, which includes a gymnasium, dance/fitness studio, game/activities room, a stage, kitchen, staff work areas, storage, and restrooms and the City Sport's Office. Based on the proposed improvements, the Project operations would continue to utilize these upgraded amenities by hosting a variety of sports leagues (including wheelchair sports), after school programs, day camps, and special events.

The proposed Junior Seau Amphitheater and Bandshell would maintain current operations while incorporating enhancements such as upgraded seating, improved lighting and acoustics, restrooms, wider aisles, full ADA accessibility, and additional storage space. The amphitheater and bandshell are currently used for holding concerts, graduation ceremonies, and special events.

The proposed enhancements to the community plaza area would provide ADA access to both The Strand and the beach, improved viewing areas, additional safety amenities, continued visitor-serving dining options, and a new landscaping concept.

Future modifications to Betty's Lot could include additional open park and recreational space, city facilities similar to those offered in the JSBCC, additional storage, enhancing pedestrian pathways, while maintaining this location for beach area parking. In the meantime, Betty's Lot would continue to provide visitors with access to the beach and nearby amenities.

As discussed above, the long-term operations of the proposed Project would be similar to the existing operations. The proposed features would improve pedestrian and ADA accessibility and provide enhanced visitor experience. These operations are not anticipated to add significant new vehicular trips to the Project site to warrant an operational analysis of the existing roadway system. As noted, under Threshold b, the Project site is located within a transit priority area as well as low VMT generating area in the City. The proposed Project is well served by existing pedestrians, bike and transit facilities. The roadways near the Project site are constructed with paved sidewalks. The Project frontage along North Pacific Street, 1st Street and The Strand would be improved with new paving, curb and gutter, as noted above. There is a Class III bike route along North Pacific Street, which connects to Class III bike

route along Mission Avenue. The Project site is within 0.25 miles of OTC, which provides access to several transit services. No transit improvements are proposed or required as part of the Project.

Overall, the Project would not conflict with the City's General Plan Circulation Element, Bicycle Master Plan and Pedestrian Master Plan, and all applicable regulations outlined in Section 4.14.2 above. The proposed Project would not conflict or impede implementation of any program, plan, ordinance or policy addressing the circulation system and impacts would be **less than significant**.

Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

The following discusses the proposed Project's VMT analysis and impact determination and its consistency with CEQA Guidelines Section 15064.3(b). The proposed Project would be categorized under CEQA Guidelines Section 15064.3(b)(1), as a land use project, for the purpose of VMT analysis. The Project's VMT analysis uses the guidelines contained within the City's VMT Guidelines, which provides the screening criteria and methodology for VMT analysis. Projects that pass at least one screening criteria are generally expected to cause a less-than-significant impact without conducting a detailed VMT analysis. This is consistent with OPR's Technical Advisory, which states that projects that meet the screening thresholds based on their location and project type may be presumed to result in a less-than-significant transportation impact (OPR 2018). A qualitative discussion of the temporary construction phase per Section 15064.3(b)(3) is also provided in this section.

Short-Term Construction

Alternatives 1 and 2: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell, and Betty's Lot

Most land use and transportation projects have two phases: construction and operation. The guidance from the OPR and the City does not require a VMT analysis for construction projects or construction phase of a project because the VMT generated by the construction of a project is short-term and temporary. It should be noted that there is no significance threshold for construction phase of a project. Therefore, CEQA Guidelines Section 15064.3, subdivision (b)(3) Qualitative Analysis has been used for the construction phase of the Project. Additionally, the Project's air quality analysis provides a detailed construction phase analysis of the Project's trips and VMT.

During the construction phase, workers and trucks would generate trips to and from the proposed Project. Measures to reduce the VMT generated by workers and trucks are limited, and there are no thresholds or significance criteria for temporary construction-related effects. Once construction is complete, all construction trips would be eliminated from the area's construction-related VMT. Per OPR's 2018 Technical Advisory Guidance a quantitative VMT analysis for truck traffic (i.e., heavy-duty trucks) is also not required per SB 743. As such, majority of the worker trips are existing or displacement trips, since the workers would seek employment at one construction site and once the construction is completed, would seek employment elsewhere in the region. Further, the Project construction would be generally consistent with construction activities in terms of the temporary nature of activities trip generation characteristics, and the types of vehicles and equipment required. Even though it is anticipated that some of the workers would carpool to the site, managing worker and vendor trip lengths for construction phase of a project is not feasible. However**,** the Project's contractor shall encourage and facilitate carpooling among construction workers to reduce single occupancy trips, to the extent feasible.

Therefore, construction of the proposed Project would not conflict or be inconsistent with CEQA Guidelines Sections 15064.3(b)(1) and 15064.3(b)(3), and impacts would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the City's existing recreational facilities would be utilized under their existing condition and with continued use at the current and projected growth rates. For the on-site Project facilities, none of the proposed enhancements, renovations, or reconstructions would be implemented; thus, temporary traffic related to the construction described under Alternative 1 and/or Alternative 2 would not occur. Therefore, construction phase VMT impacts under Alternative 3 would not conflict or be inconsistent with CEQA Guidelines Sections 15064.3(b)(1) and 15064.3(b)(3) and are determined to be **less than significant.**

Operations

Alternatives 1 and 2: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell, and Betty's Lot

The City's VMT Guidelines identifies several project types that are presumed to be VMT-reducing projects because they are either locally serving or are based on substantial evidence provided by the OPR Technical Advisory Committee supporting SB 743 implementation. The list of screened-out projects is shown in Table 4.14-1. Although a project is required to meet only one of the screening criteria, the proposed Project satisfies more than one criteria resulting in a less-than-significant VMT impact:

Projects Located in a Transit Priority Area

Per City's VMT Guidelines, projects located in a Transit Priority Area (TPA) must be able to access the transit station (within 0.5 miles walking distance or 6-minute walk continuously) without discontinuity of sidewalk or obstructions to the route. Qualifying transit stops include a site containing an existing rail transit station served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A high-quality transit corridor may also be considered if a corridor with fixed route bus service has service intervals no longer than 15 minutes during peak commute hours. Per City's criteria, a TPA is located within a walking distance of less than 0.5 miles.

The Project is consistent with the General Plan, located in a Transit Priority Area, is less than 0.5 miles away, and would include a pedestrian connection to OTC, which is located in Zone 1 (i.e., North County) per NCTD. It has public restrooms and have parking lot for more than 1,200 parking spaces and electric vehicle charging stations. It also provides overnight parking. Additionally, the OTC is a rail transit station for Sprinter, Coaster as well as Amtrak service and provides connectivity with several bus routes 101, 302, 303, 318, Flex 392, Flex 395 and Greyhound buses. The OTC includes bike lockers, shelters, and trash receptacles. The existing transit amenities are in good condition. Based on the transit services at the OTC, the proposed Project is considered regionally accessible via transit.

The TPA map showing the OTC and proposed Project is included in Figure 4.14-4, Transit Priority Area.

Projects Located in a Low-VMT Area

A low-VMT generating area is any area within the City with an average VMT per Capita or VMT per Employee below the thresholds as compared to the baseline regional average for the census tract it is located within on the most recent SANDAG SB 743 VMT Screening Area. For purposes for CEQA VMT analysis, "baseline" is determined using the Base Year of the current SANDAG travel demand forecasting model. All baseline average VMT is therefore the average VMT produced from the Base Year SANDAG model (i.e., year 2016 for the current model).

The currently available SANDAG SB 743 VMT maps, were used in the VMT screening analysis of the proposed Project. Because the proposed Project does not include or propose residential uses, the metric of employment was used for its VMT screening analysis using SANDAG VMT maps. Figure 4.14-5, SB743 VMT Map illustrates the Project's census tract and the employee VMT summary. As shown in Table 4.14-3, Project VMT Summary, the proposed Project (Alternative 1 and Alternative 2) are located in census tract 183. The SANDAG average VMT per employee is 18.90 and the threshold of 85% would be 16.06 VMT per employee or below. The average VMT per employee of this tract is 13.7, which is below the regional average VMT per employee of 18.90 as well as below the VMT per employee threshold (i.e., 85% of the regional mean) of 16.06. Therefore, it can be concluded that the proposed Project is in a VMT efficient area for all employee uses. Because the proposed Project would meet the screening criteria described above, a more detailed VMT analysis is not required, and can be presumed to result in a less-than-significant VMT impact.

Table 4.14-3. Project VMT Summary

Criteria	Value
SANDAG Regional Average VMT per Employee	18.90
VMT per Employee Threshold (85% of regional average)	16.06
Project Census Tract (183)	13.7
Project VMT above regional average or 85% of regional average	No
Potentially Significant Impact	**No**

Source: San Diego Region SB 743 VMT Map.

Projects Generating Less Than 1,000 Daily Vehicle Trips (If Consistent with Adopted General Plan)

As discussed above, the operations of the proposed Project, would be similar to the existing conditions. The proposed Project would not add 1,000 new daily vehicle trips and is consistent with adopted General Plan. Therefore, proposed Project would meet the screening criteria described above, and a detailed VMT analysis would not be required. Impacts can be presumed to result in a less-than-significant impact.

Because the Project results in a less than significant impact under existing conditions, the Project's cumulative VMT impact can also be presumed to result in a less-than-significant VMT impact. Therefore, Alternative 1 and Alternative 2 of the proposed Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and impacts would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the City's existing recreational facilities would be utilized under their existing conditions and with continued use at the current and projected growth rates. For the on-site Project facilities, none of the proposed

enhancements, renovations, or reconstructions would be implemented; thus, new enhancements for visitor experience described under Alternative 1 and/or Alternative 2 would not occur. Therefore, long-term or operational VMT impacts under Alternative 3 would be same as existing conditions, there would be **no impact.**

Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed Project would not include any modifications to existing access infrastructure, new driveways, or introduce new vehicular access to the Project sites. Access for construction-related traffic (workers and trucks) to the site would be from the existing roadways described under Threshold a. The construction or operation of the Project would not result in a permanent change to the existing or planned circulation system in the City.

Short-Term Construction

Alternatives 1 and 2: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell, and Betty's Lot

During the construction phase, worker and vendor trips would use North Pacific Street, Seagaze Drive, Mission Avenue and The Strand to access the Project site. A haul route for trucks would be established based on locations of landfills and/or delivery of construction materials and equipment. Additionally, Traffic Control Plans will be implemented to maintain access for all modes and users of the circulation system. The plans would include requirements for temporary traffic controls and construction traffic management during the construction period. All required staging and parking areas related to Project construction would be located on respective Project sites and are described under Threshold a. For construction work in the public ROW, including City easements, City owned property, parks, or streets, the Project's contractor will obtain encroachment permits from the City's Public Works Department.

A description of TCPs for each construction site is provided in this section. With the implementation of **PDF-TRA-1 Traffic Control Plans**, impacts due to geometric design feature or incompatible uses would be **less than significant**.

Long-Term Operations

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

The Project does not propose any new geometric design features, such as sharp curves or intersections, that could result in the potential for substantially increased hazards. All proposed circulation and vehicle use near and on-site would be similar to existing operations. The Project would improve the existing sidewalk system by reconstructing sidewalks, curb and gutter along some of its frontage and use bike network within the area to provide multi-modal connections to the surrounding area. The Project use is consistent with the General Plan and zoning and is not incompatible with the surrounding uses. For these reasons, the long-term operation of the proposed Project would not substantially increase hazards due to a geometric design feature or incompatible uses, and impacts would be **less than significant**.

Alternative 2: Betty's Lot

Proposed Project improvements of Betty's Lot have been only developed at the concept level and as part of a long-range possibility for future enhancement and/or expansion of public facilities. Consideration of Betty's Lot as a site for improvements would require future design and may include the following components: preservation of The Strand-level parking lot, community recreation classrooms, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. These components would require project-level review once design details are further defined and confirmed. However, the site plan review of Betty's Lot would ensure any new proposed geometric design features are consistent with the City's engineering and design standards and prosed uses are compatible with the surrounding uses and zoning. Therefore, impacts associated with geometric design feature or incompatible uses would be **less than significant**.

Alternative 3: No Proposed Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the enhancements, renovations, or reconstructions would be implemented. Given no reconstruction or renovations would take place, there would be no change to geometric design features or uses. Therefore, impacts associated with geometric design feature or incompatible uses would be determined to have **no impact**

Would the Project result in inadequate emergency access?

Regional access to the Project would be via I-5, SR-78, and SR-76. The collector roadways near the proposed Project include Coast Highway, Oceanside Boulevard and Mission Avenue. Access to the proposed Project would be via North Pacific Street and Seagaze Drive and also from The Strand, which would also serve as access during emergencies.

Construction activities would occur on Project site areas and only partial and temporary lane closures in the public right-of-way of North Pacific Street and 1st Street are anticipated. For any construction activities in the public right -of-way or City easement that requires closing any vehicle/bicycle travel lane(s), closing the sidewalk and/or restricting on-street parking prior to starting any work, temporary traffic control plans will be prepared and implemented. As described previously, the Project would implement **PDF-TRA-1** (traffic control plans) to ensure continued access through the area. The traffic control plan is required by City standards and imposed as a condition of approval for projects that involve improvements within a right-of-way or access easement and would be subject to approval by the City Traffic Engineer.

As discussed in Section 4.17, Wildfire, the proposed Project is located within 2 miles of a VHFHSZ (CAL FIRE 2025). Although the proposed Project site is near a VHFHSZ in the Local Responsibility Area (LRA), given the urban development between the VHFHSZ and the proposed Project, the surrounding land and the ocean do not present a wildfire risk. The City's fire protection and emergency medical services are provided by the Oceanside Fire Department (OFD). The nearest fire station to the site is Fire Station No. 1, located at 410 North Freeman Street approximately 0.6 miles from the site. The Project site is located in the beach area of the City with existing roadways on all sides and no adjacent wildlands or vegetative fuels. The proposed Project would comply with the procedures of the City of Oceanside Emergency Operations Plan (EOP) and the San Diego County Operational Area Emergency Plan. All proposed Project components would be built to comply with the most recent California Building Standards Code. Final site plans for the proposed Project would be subject to review by the OFD, prior to proposed Project development. Water-based emergencies primarily involve beach and harbor activities, requiring lifeguard services, swift-water rescue,

and marine firefighting. The OFD's Marine Safety Unit and Lifeguard Service provide these services, while the fire department also has specialized equipment and personnel for swift-water rescue.

The Project is in an established, developed urbanized area with access for emergency service providers. The roadway segments near the proposed Project are built to the functional classification per General Plan; therefore, no roadway widening is proposed by the City or the proposed Project. On-site circulation and emergency access would conform to applicable City regulations that require minimum widths with truck turnarounds and access by the City's firefighting apparatus, and to provide emergency ingress and egress. The proposed Project would not require the full closure of any public or private streets or roadways during operations and would not impede access of emergency vehicles to the Project or any surrounding areas.

Therefore, construction or operation of the proposed Project would not conflict with regional or City emergency response plans. Adequate emergency access and compliance with emergency access and design standards would be ensured through this review by the City and responsible emergency service agencies. Therefore, the proposed Project would not result in inadequate emergency access, and impacts would be **less than significant**.

Alternative 3: No Proposed Project Alternative

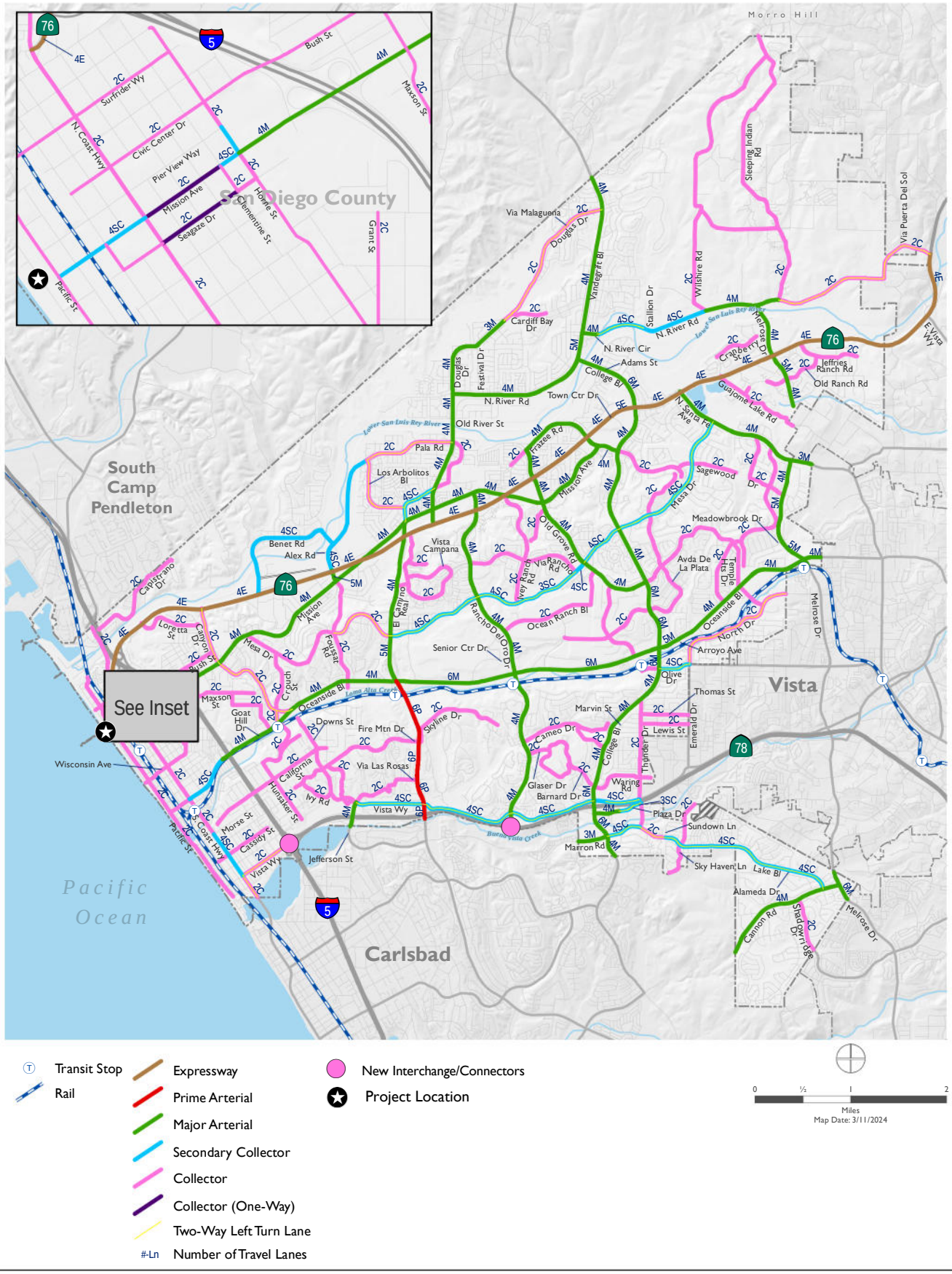
Under this alternative, the existing facilities would remain in their existing condition with none of the enhancements, renovations, or reconstructions would be implemented. Given no reconstruction or renovations would take place, no private or public roads would be affected, meaning that emergency personnel would still have the same amount of access to the Project site. Therefore, impacts associated with emergency access would be determined to be **no impact.**

4.14.5 Mitigation Measures

No mitigation measures are required for transportation.

4.14.6 Level of Significance After Mitigation

As analyzed above, no significant impacts related to traffic and circulation were identified; thus, no mitigation measures are required. Impacts related to traffic and circulation as a result of proposed Project would be **less than significant**.

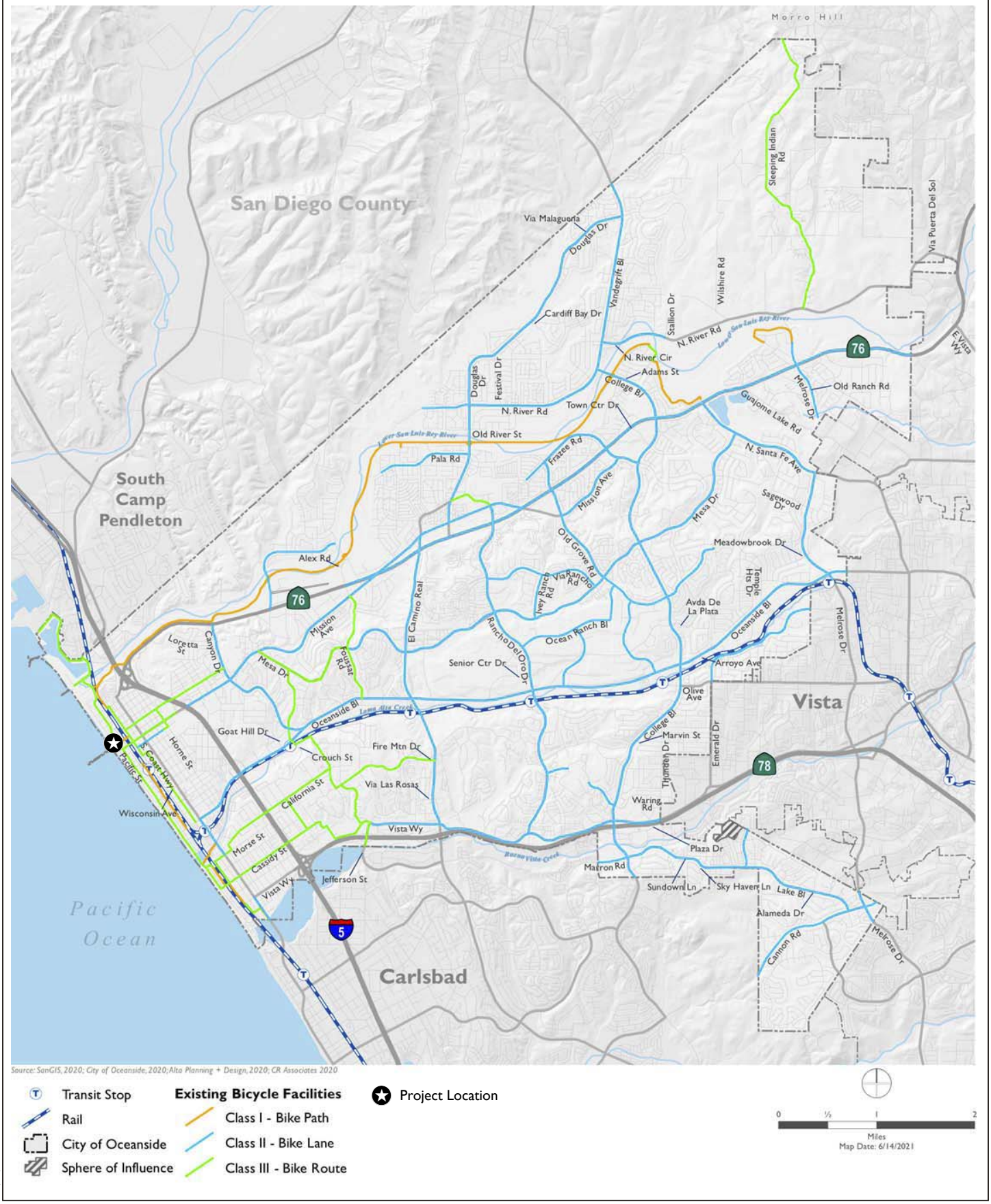


SOURCE: City of Oceanside General Plan Update, 2024

FIGURE 4.14-1

Planned Roadway Classifications

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SOURCE: City of Oceanside General Plan Update, 2024

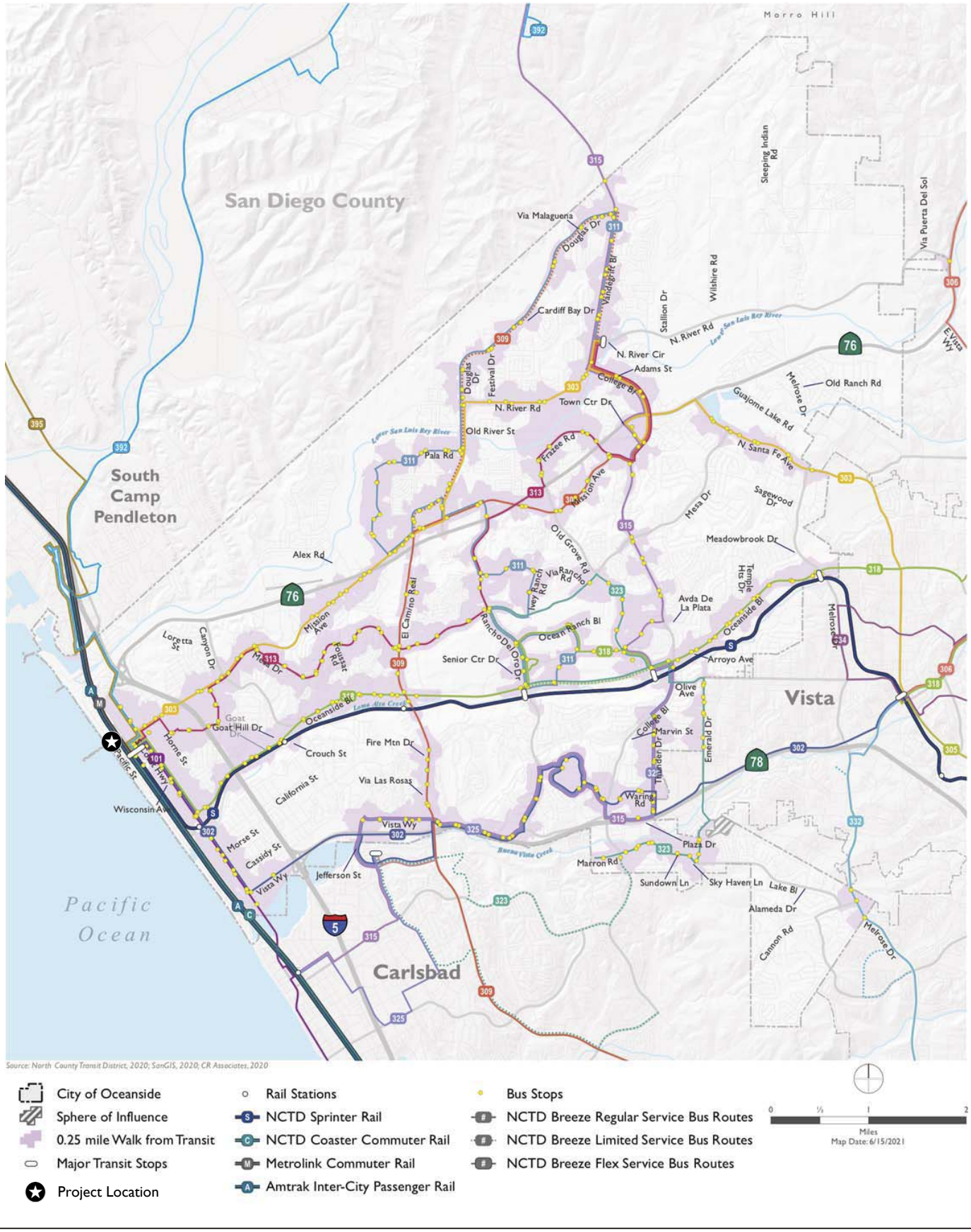
FIGURE 4.14-2

Existing Bicycle Facilities

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: Onward Oceanside PEIR

FIGURE 4.14-3

Existing Public Transportation

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SOURCE: SANGIS 2025; Bing Maps

DUDEK

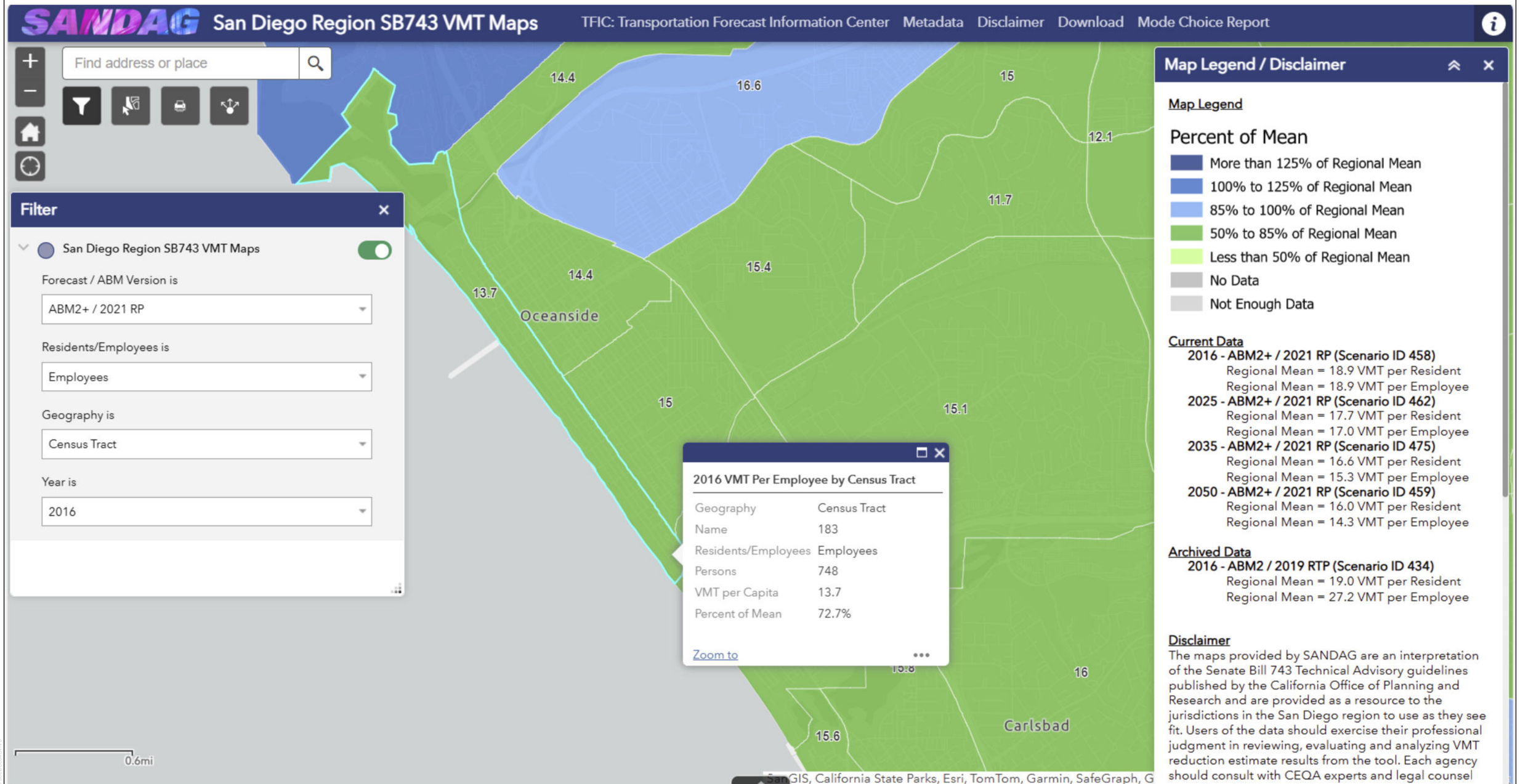
0 250 500 Feet

FIGURE 4.14-4

Transit Priority Area

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: SANDAG - San Diego Region SB743 VMT Maps, 2025

FIGURE 4.14-5
SB743 VMT Map

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4.15 Tribal Cultural Resources

This section describes the existing setting for Tribal Cultural Resources (TCRs), identifies associated regulatory requirements, evaluates potential impacts, and establishes mitigation measures related to implementation of the Pier View Way Bridges and Lifeguard Headquarters and Beachfront Phase II Project (proposed Project or Project). This analysis is based on the Phase I Cultural Resources Inventory Report for the Pier View Way Bridges and Lifeguard Headquarters and Beachfront Project, Oceanside, California, prepared for the proposed Project in April 2025 (Appendix G-1) and Assembly Bill (AB) 52 consultation between the City of Oceanside (City) and interested tribes.

4.15.1 Existing Conditions

The Project site consists of an approximately 5.0-acre area consisting of five Project facilities: the Pier View Way Bridges and Lifeguard Headquarters, Junior Seau Beach Community Center, the Junior Seau Amphitheater and Bandshell, and Parking Lot No. 30/Betty's Lot (see Figure 3-2 in Chapter 2). The cultural study area includes this same approximate 5.0-acre area and the referenced Project facilities and is referred to herein as the area of potential effect (APE).

South Coastal Information Center Records Search Results

As described in Section 4.4 of this programmatic environmental impact report (PEIR), a records search of the Project APE and the surrounding 1-mile radius around the Project was conducted at the South Coastal Information Center (SCIC) to identify previously discovered archaeological sites in the Project area. In addition to a review of previously prepared site records and reports, the records search also involved review of historic topographic maps and historic aerial images of the Project site and vicinity.

The SCIC records search did not identify any previously recorded cultural resources within the project APE. The records search identified 38 cultural resources within 1 mile of the Project APE (Appendix G-1). The cultural resources include 7 prehistoric artifact or shell scatters, 4 prehistoric isolates, 3 historical refuse scatters, a railway, a railroad yard with associated historical refuse, 21 historical buildings, and one multicomponent site consisting of historical refuse and a prehistoric lithic scatter. The closest resource is P-37-033105, a historical refuse deposit identified during a construction project, is located 260 feet outside of the Project APE. No historic addresses have been recorded within the Project APE. The results of the records search are located in Confidential Appendix A of Appendix G-1.

Native American Heritage Commission and Tribal Correspondence

As described in Section 4.4 of this PEIR, a search of the Native American Heritage Commission (NAHC) Sacred Lands File was requested on February 14, 2024, for the Project APE and a 1-mile buffer. The Sacred Lands File consists of a database of known Native American resources. These resources may not be included in the SCIC database. The NAHC response was received on February 16, 2024. The NAHC results were negative but included a list of tribal representatives who should be contacted. Outreach letters to the Native American contacts provided by the NAHC were mailed February 23, 2024, to all Native American group representatives included on the NAHC contact list (Appendix B of Appendix G-1). These letters attempted to solicit additional information relating to Native American resources that may be impacted by the Project. To date, the resource-based outreach efforts have received two

responses with the summary recommendations from those letters, meetings, and additional correspondence provided below. The letter and outreach results are also provided in Appendix G-1.

Carmen Mojado of the San Luis Rey Band of Mission Indians shared maps and photographs of cultural monitoring activities taking place at a project site roughly 0.5 miles from the current Project APE. She stated that immediately below the asphalt and previously constructed building, they observed a disturbed, rocky area which contained human remains. She stated that the coastal areas were important and extensively used by her ancestors and the potential for cultural materials and human remains exist. She expressed her concerns that, though the Project APE has undergone extensive development, the development took place before cultural resources management practices and that cultural resources may still exist under the immediate development. She recommended having a qualified archaeologist and Native American monitoring during construction.

Cheryl Madrigal, the Tribal Historic Preservation Officer (THPO) of the Rincon Band of Luiseño Indians, responded and stated that the Band has knowledge of various Luiseño placenames within the general project area and that the Project APE is in proximity to a historic property, the Qechnga Historic District. THPO Madrigal also stated that the beaches and shores were prominent resource areas for the Luiseño ancestors. She requested direct consultation with the lead agency regarding Project impacts to cultural resources. Dudek advised that the City would conduct formal consultation. No other communication between Dudek and the tribes has occurred since then. The NAHC and tribal correspondence is included in Appendix G-1.

Assembly Bill 52 Consultation

Additionally, and in compliance with AB 52, the City, as lead agency, is responsible for conducting government to government consultation with pertinent tribal entities. Consistent with these requirements, the City sent letters to all tribes included on the previously referenced NAHC list notifying them of the Project and inquiring whether the tribal representative sought consultation under AB 52 (Appendix M). The letters sent contained the following information: project description and location description, a request for input related to TCRs in the area, an outline of timing relative to the AB 52 process, an opportunity for consultation, and contact information for the appropriate tribal representative. To date, one response has been received by the City. Table 4.15-1 summarizes the results of the AB 52 process for the Project.

Table 4.15-1. AB 52 NAHC Listed Native American Contacts

Native American Tribal Representatives	Response Received
Shasta C. Gaughen, PhD, Tribal Historic Preservation Officer, Pala Band of Mission Indians	September 16, 2025 AB 52 letter sent by City to Tribe. September 23, 2025 Letter from Dr. Gaughen requesting consultation because the Project is within the Tribe's Traditional Use Area (TUA). October 14, 2025 The Tribe requests they have representation on site and to keep all artifacts on site for possible re-patriotism. The City finalized mitigation measures with archaeologists and provided to Pala Band. The Pala Band agrees with mitigation measure language to be used, and the City closed consultation.
Carmen Mojado, Secretary of Government Affairs, San Luis Rey Band of Mission Indians	No response.

Table 4.15-1. AB 52 NAHC Listed Native American Contacts

Native American Tribal Representatives	Response Received
Art Bunce, Attorney, Barona Group of the Captain Grande	No response.
Ben Dyche, Vice Chairperson, Campo Band of Diegueno Mission Indians	No response.
Marcus Cuero, Chairperson, Campo Band of Diegueno Mission Indians	No response.
Daniel Tsosie, THPO, Campo Band of Diegueno Mission Indians	No response.
Eduardo Mercado, Principle, Grey Wolf Monitoring, Ewiiaapaayp Band of Kumeyaay Indians	No response.
Clint Linton, Director of Cultural Resources, Iipay Nation of Santa Ysabel	No response.
Rebecca Osuna, Chairperson, Inaja-Cosmit Band of Indians	No response.
Erica Pinto, Chairperson, Jamul Indian Village	No response.
Lisa Cumper, Tribal Historic Preservation Officer, Jamul Indian Village	No response.
Joyce Perry, Cultural Resources Director, Juaneño Band of Mission Indians Acjachemen Nation - Belardes	No response.
Shannon Wingfield, Secretary, Juaneño Band of Mission Indians Acjachemen Nation 84A	No response.
Heidi Lucero, THPO/MLD, Juaneño Band of Mission Indians Acjachemen Nation 84A	No response.
Nathan Banda, Chairman, Juaneño Band of Mission Indians Acjachemen Nation 84A	No response.
Wesley Ruise, Tribal Chairman, La Jolla Band of Luiseño Indians	No response.

Table 4.15-1. AB 52 NAHC Listed Native American Contacts

Native American Tribal Representatives	Response Received
Eric La Chappa, Chairman, La Posta Band of Diegueno Mission Indians	No response.
Angela Elliott Santos, Chairperson, Manzanita Band of Kumeyaay Nation	No response.
Michael Linton, Chairperson, Mesa Grande Band of Diegueno Mission Indians	No response.
Christopher Nejo, Legal Analyst/Researcher, Pala Band of Mission Indians	No response.
Alexis Wallick, Assistant THPO, Pala Band of Mission Indians	No response.
Lucia Majel, Pauma Cultural Resource Project Manager, Pauma Band of Luiseño Indians	Response received outside of AB 52 consultation period **September 16, 2025** AB 52 letter sent by City to Tribe. **November 10, 2025** Email received from Alisha Pico from the Pauma Band of Luiseño Indians outside of the AB 52 consultation period. The email did not request consultation. The email states the Project area lies within their ancestral territory and asked to be contacted should any cultural materials or sites be encountered. Additionally, they recommend that tribal cultural monitors be present during all ground-disturbing activities to ensure inadvertent discoveries are handled in a manner consistent with culturally appropriate practices. **November 10, 2025** The City responded letting the tribe know that they have been added to a notification list for discoveries and that the City has already developed mitigation measures requiring a regionally affiliated Native American monitor during ground disturbance.
Steve Bodmer, General Counsel for Pechanga Band of Indians, Pechanga Band of Indians	No response.
Tuba Ebru Ozdil, Pechanga Cultural Analyst, Pechanga Band of Indians	No response.
Laurie Gonzalez, Tribal Council/Culture Committee Member, Rincon Band of Luiseño Indians	No response.
Cheryl Madrigal, Cultural Resources Manager/Tribal Historic Preservation Officer,	No response.

Table 4.15-1. AB 52 NAHC Listed Native American Contacts

Native American Tribal Representatives	Response Received
Rincon Band of Luiseño Indians	
Joseph Linton, Tribal Council/Culture Committee Member, Rincon Band of Luiseño Indians	No response.
Denise Turner Walsh, Attorney General, Rincon Band of Luiseño Indians	No response.
Allen Lawson, Chairperson, San Pasqual Band of Diegueno Mission Indians	No response.
Joseph Ontiveros, Tribal Historic Preservation Officer, Soboba Band of Luiseño Indians	No response.
Jessica Valdez, Cultural Resource Specialist, Soboba Band of Luiseño Indians	No response.
Bernice Paipa, Cultural Resource Specialist, Sycuan Band of the Kumeyaay Nation	No response.
Cody Martinez, Chairman, Sycuan Band of the Kumeyaay Nation	No response.
Ernest Pingleton, THPO, Viejas Band of Kumeyaay Indians	No response.
Ray Teran, Resource Management Director, Viejas Band of Kumeyaay Indians	**Response Received** **September 16, 2025** AB 52 letter sent by City to Tribe. **October 2, 2025** Email received confirming no comment at this time but that the project may contain sacred sites and that they should be avoided. Additionally, a request that all NEPA/CEQA/NAGPRA/CALNAGPRA laws be followed and to contact them if any inadvertent discoveries occur

Notes: AB = Assembly Bill; NAHC = Native American Heritage Commission; City = City of Oceanside; THPO = Tribal Historic Preservation Officer; MLD = Most Likely Descendant; NEPA = National Environmental Policy Act; NAGPRA = Native American Graves Repatriation Act; CALNAGPRA = California Native American Graves Repatriation Act.

Intensive Pedestrian Survey

Due to the level of development in the APE, no formal archaeological survey was conducted. Dudek Architectural Historian Katie Ahmanson, MHC, conducted an intensive survey of the API on February 13, 2024, for the purposes of evaluating historic structures within the APE (Appendix G-1). The survey entailed documenting the exteriors of each property with notes and photographs, specifically noting character-defining features, spatial relationships,

observed alterations, and examining any historic landscape features on the properties. Ms. Ahmanson confirmed that the Project APE was completely developed, and ground surfaces were covered by development or landscaping.

4.15.2 Regulatory Setting

Federal

National Historic Preservation Act

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

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

Executive Order 11593, Protection and Enhancement of the Cultural Environment

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

National Register of Historic Places

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

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

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

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

State

California Register of Historical Resources

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

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

A resource is eligible for listing in the CRHR if the State Historical Resources Commission determines that it is a significant resource and that it meets any of the following NRHP criteria:

- Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Associated with the lives of persons important in our past.
- Embodies distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Has yielded, or may be likely to yield, information important in prehistory or history. (PRC Section 5024.1[c])

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

California Environmental Quality Act

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

1. Public Resources Code section 21083.2(g): Defines "unique archaeological resource."
2. Public Resources Code section 21084.1 and CEQA Guidelines section 15064.5(a): Define historical resources. In addition, CEQA Guidelines section 15064.5(b) defines the phrase "substantial adverse change in the significance of an historical resource"; it also defines the circumstances when a project would materially impair the significance of a historical resource.
3. Public Resources Code section 5097.98 and CEQA Guidelines section 15064.5(e) establish standards and steps to be employed following the accidental discovery of human remains in any location other than a dedicated ceremony.
4. Public Resources Code sections 21083.2(b)-(c) and CEQA Guidelines section 15126.4 establish the framework for mitigation related to archaeological and historic resources, including options of preservation-in-place mitigation measures. Preservation-in-place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

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

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

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

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

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

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

Assembly Bill 52

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

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

California Native American Graves Protection and Repatriation Act

The California Native American Graves Protection and Repatriation Act (California Repatriation Act) (25 U.S.C., Chapter 32), enacted in 2001, requires all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The California Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate tribes.

California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98

CEQA Guidelines Section 15064.5 assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. As described below, these procedures are detailed in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98.

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains shall occur until the County coroner has examined the remains (California Health and Safety Code Section 7050.5[b]). If

the coroner determines or has reason to believe the remains are those of a Native American, the coroner must contact the NAHC within 24 hours (California Health and Safety Code Section 7050.5[c]). In accordance with California Public Resources Code Section 5097.98(a), the NAHC will notify the Most Likely Descendant (MLD). With the permission of the landowner, the MLD may inspect the site of discovery. Within 48 hours of being granted access to the site, the MLD may recommend means of treatment or disposition, with appropriate dignity, of the human remains and associated grave goods.

Local

City of Oceanside General Plan

Cultural resources are addressed in the Environmental Resources Management Element and the Land Use Element of the City's General Plan (City of Oceanside 2002). The Environmental Resources Management Element identifies several important cultural sites, including the nearby Mission San Luis Rey, and encourages preservation of such sites when planning development. Specifically, the Environmental Resource Management Element states that the objective for cultural sites is to "Encourage the conservation and protection of significant cultural resources for future scientific, historic, and educational purposes."

In order to achieve this objective, the City will:

1. Encourage the use of "O" zoning and open space easements for the preservation of cultural sites.
2. Encourage private organizations to acquire, restore, and maintain significant historical sites.
3. Encourage investigation by the appropriate groups (i.e., museums, university students, etc.) to explore and record the significant archaeological sites in the areas and to forward this information to appropriate County agencies for inclusion in the San Diego County Natural Resources Inventory.

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

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

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

> 3.2A. The City shall encourage open space land use designations and open space zoning or open space easements for the preservation of cultural resources.
>
> 3.2B. The City shall encourage the acquisition, restoration, and/or maintenance of significant cultural resources by private organizations.
>
> 3.2C. Cultural resources that must remain in-situ to preserve their significance shall be preserved intact and interpretive signage and protection shall be provided by project developers.

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

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

City of Oceanside Historic Preservation Ordinance

Chapter 14A of the City's Municipal Code (City of Oceanside 2023), referred to as the Historic Preservation Ordinance, identifies evaluation criteria for the designation of a historical site:

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

4.15.3 Thresholds of Significance

The significance criteria used to evaluate the project impacts to TCRs are based on Appendix G of the CEQA Guidelines. For the purposes of this Project, a significant impact related to TCRs would occur if the proposed Project would:

1. 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:
   a. 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
   b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

4.15.4 Impacts Analysis

Due to the interconnected nature of impacts to TCRs, the analysis below is structured to assess the Project's potential effects on TCRs across the entire Project site for both Alternatives 1 and 2, rather than at the component-

level (i.e., Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities and Community Plaza Area, Junior Seau Beach Community Center, Junior Seau Amphitheater and Bandshell, and Betty's Lot). This structure and analytical approach are consistent with the Phase I Cultural Resources Inventory Report which assesses the entire Project site and all proposed components/facilities. The Phase I Cultural Resources Inventory Report (Appendix G-1 to this PEIR) documents the recommendations regarding TCRs for full buildout of the entire Project site.

Alternative 3, the No Project Alternative, is assessed separately within the analysis because under that alternative existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented.

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

> ***i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or***
>
> ***ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

Under AB 52, TCRs are defined as archaeological resources that are eligible for or listed in the CRHR, or resources that the lead agency determines to be a TCR with a substantial burden of evidence. To date, no TCRs have been identified that would be impacted by project implementation. The SCIC records search did not identify any resources within the Project APE, a search of the NAHC Sacred Land file produced negative results, and the review of historic aerial photographs showed extensive ground disturbance and complete development. Any cultural resources that were within the footprint of the Pier View Way Bridges, Lifeguard Headquarters, the Junior Seau Beach Community Center, or the Junior Seau Amphitheater and Bandshell would have been greatly disturbed during the extensive earth moving necessary for construction of these facilities. However, construction of Parking Lot No. 30/Betty's Lot would have only disturbed the immediate surface of the underlying soils. It is possible that if cultural resources existed prior to the parking lot's construction, intact portions of those resources would remain under the asphalt surface.

As described above, resource-based outreach letters were mailed on February 23, 2024, to all Native American group representatives included on the NAHC contact list (Appendix B of Appendix G-1). The purpose of these letters is to solicit additional information relating to Native American resources that may be impacted by the Project. Native American representatives were requested to define a general area where known resources intersect the Project APE. Those letters are not part of the City's AB 52 consultation processes. The San Luis Rey Band of Mission Indians stated that TCRs have been identified immediately under development at projects within the vicinity of the Project. To address impacts to potentially buried TCRs, the San Luis Rey Band of Mission Indians recommended having a qualified archaeologist and Native American monitoring during construction. The Rincon Band of Luiseño Indians stated that the Project is in proximity to a historic district and that the beaches and shores were prominent resource areas for the Luiseño ancestor. Rincon Band of Luiseño Indians requested direct consultation with the lead agency

regarding Project impacts to cultural resources. The letters have been forwarded to the City and included in the report. No other communication with the tribes has occurred since then. The NAHC and tribal correspondence is included in Appendices G-1 and M.

AB 52

As a result of the City's AB 52 notification efforts, one tribal entity requested consultation on the Project: the Pala Band of Mission Indians (the Pala Band).

On September 23, 2025, the Pala Band responded to the AB 52 Project notification letter with a request for consultation. Through a formal letter, Dr. Gaughen, on behalf of the Pala Band, indicated that the Project is within the Pala Band's Traditional Use Area. Between the timeframe of September 23, 2025 and October 14, 2025, the Pala Band requested that a Pala Band Native American monitor be on site during Project construction and that they would like to keep all artifacts on site for possible re-patriotism. After review and consideration of the Tribe's request, the City presented the Tribe with **Mitigation Measures** (**MM) TCR-1 through MM-TCR-7**, including a requirement for a Luiseño Native American monitor, for their approval. The Pala Band accepted the conditions and mitigation measures that the City prepared, and the City closed consultation.

Conclusion

While considered unlikely based on the SCIC record's search, and as described in Section 4.4 of this PEIR, Phase I Cultural Resources Inventory Report (Appendix G-1) indications are that there is low sensitivity for identifying intact subsurface archaeological deposits during Project implementation. However, even with the current disturbed state of the Project site, and other information received by the City to date, there remains the potential for the Project to encounter previously unknown and unanticipated TCRs during construction of the proposed Project. In the context of similar resources in proximity to the Project site, P-37-033105, a historical refuse deposit, is the closest identified cultural resource to the APE and is located approximately 260 feet outside of the Project APE. This resource would not be impacted directly or indirectly by Project implementation.

Although no evidence of human remains were discovered within the Project site during the field surveys, and the Project site is not used as a cemetery nor otherwise known to contain human remains, this does not preclude finding human remains during Project excavation and grading activities. Through the previously described resource-based outreach efforts, Ms. Mojado of the San Luis Rey Mission Indians indicated that human remains had been identified immediately below old development roughly 0.5 miles from the Project APE. As a standard construction practice, and in accordance with HSC Section 7050.5, if human remains are found, the county coroner shall be immediately notified of the discovery. No further excavation or disturbance of the Project site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the appropriate treatment and disposition of the human remains. If the county coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the NAHC in Sacramento within 24 hours. In accordance with PRC Section 5097.98, the NAHC must immediately notify the person or persons it believes to be the MLD from the deceased Native American. The MLD shall complete inspection within 48 hours of being granted access to the site and make recommendations for the treatment and disposition, in consultation with the property owner, of the human remains.

Due to the importance and extensive use of the area by prehistoric Luiseño and the lack of cultural resource considerations when the five Project facilities were developed, there is a moderate potential that construction would impact buried resources, though they are likely disturbed. Furthermore, to ensure Project development would not result in potential impacts to cultural resources or TCRs, the Project would implement the City's standard cultural

mitigation measures (MMs), **MM-TCR-1** through **MM-TCR-7**, outlined in Section 4.4 of this PEIR. The Project would not have a substantial adverse effect on TCRs, as Project implementation of the recommendations in the Phase I Cultural Resources Inventory Report (Appendix G-1) and implementation of the City's cultural mitigation measures would ensure that potential impacts to TCRs would remain **less than significant with mitigation incorporated**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2, Existing Facilities, of the Project Description. There would be no physical change through grading or excavation to the environment under the No Project Alternative and none of the proposed facilities or changes in existing Project site features as defined above would be implemented. Therefore, **no impact** would occur.

4.15.5 Mitigation Measures

The following mitigation measures (**MM-TCR-1** through **MM-TCR-7**) would be implemented to reduce potential direct and indirect impacts to **less than significant**.

MM-TCR-1 Prior to the issuance of a Grading Permit, the Applicant/Owner or Grading Contractor shall provide a written and signed letter to the City of Oceanside Planning Division stating that a Qualified Archaeologist and a Traditionally and Culturally Affiliated (TCA) Native American Monitor have been retained at the Applicant/Owner or Grading Contractor's expense to implement the monitoring program, as described in the pre-excavation agreement. The TCA Native American Monitor shall be identified by a TCA Luiseño Tribe or tribes, as defined by the Native American Heritage Commission, that have requested to be present through the process of government-to-government consultation (Consulting TCA Luiseño Tribe).

MM-TCR-2 The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseño Native American monitor during all initial ground-disturbing activities. The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The Applicant/Owner or Grading Contractor shall notify the City of Oceanside Planning Division of the start and end of all ground-disturbing activities.

MM-TCR-3 The Qualified Archaeologist and Luiseño Native American Monitor shall attend all applicable pre-construction meetings with the General Contractor and/or associated Subcontractors to present the archaeological monitoring program. The Qualified Archaeologist and Luiseño Native American Monitor shall be present on site full-time during initial grubbing, grading and/or other ground altering activities down to the project's maximum depth. Monitoring excavations within project engineered fill is not required. All fill materials shall be obtained from non-cultural contexts such as deep quarries or shall be confirmed absent of any and all tribal cultural resources through cultural monitoring conducted at the acquisition location.

MM-TCR-4 The Qualified Archaeologist or the Luiseño Native American monitor may halt ground-disturbing activities if unknown tribal cultural resources, archaeological artifact deposits or cultural features are discovered. Ground-disturbing activities shall be directed away from these deposits to allow a determination of potential significance under CEQA. Isolates and clearly non-significant deposits

will be minimally documented in the field, and before grading proceeds these items shall be secured until they can be repatriated. If items cannot be securely stored on the Project site or require laboratory analysis, they may be stored in off-site facilities located in San Diego County. If the Qualified Archaeologist and Luiseño Native American monitor determine that the unearthed tribal cultural resource, Native American artifact deposits or cultural features are considered potentially significant under CEQA, TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project shall be notified and consulted regarding the respectful and dignified treatment and CEQA evaluation testing of those Native American resources. The avoidance and protection of the significant tribal cultural resource and/or unique archaeological resource is the preferable mitigation. If, however, it is determined by the City that avoidance of the resource is infeasible, and it is determined that a data recovery plan is necessary by the City as the Lead Agency under CEQA, TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project shall be notified and consulted regarding the drafting and finalization of any such recovery plan. For significant tribal cultural resources, artifact deposits or cultural features that are part of a data recovery plan, an adequate artifact sample to address research avenues previously identified for sites in the area will be collected using professional archaeological collection methods. The data recovery plan shall also incorporate and reflect the tribal values of the TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project. If the Qualified Archaeologist collects such resources, the Luiseño Native American monitor must be present during any cataloging of those resources. Moreover, if the Qualified Archaeologist determines that cultural resources unearthed during the ground-disturbing activities are not significant under CEQA and does not collect the tribal cultural resources, the Luiseño Native American monitor, may at their discretion, collect said resources and provide them to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions. Ground-disturbing activities shall not resume until the Qualified Archaeologist and City, in consultation with the Luiseño Native American Monitor, deems the cultural resource or feature has been appropriately documented and/or protected. In order for potentially significant archaeological artifact deposits and/or cultural resources to be readily detected during reinitiation of mitigation monitoring, a written "Controlled Grade Procedure" shall be prepared by a Qualified Archaeologist, in consultation with the Luiseño Native American monitor, other TCA Luiseño Tribes that have participated in the state-prescribed process for this project, and the Applicant/Owner, subject to the approval of City representatives. The Controlled Grade Procedure shall establish requirements for any ground-disturbing work with machinery occurring in and around areas the Qualified Archaeologist and Luiseño Native American monitor determine to be sensitive through the cultural resource mitigation monitoring process. The Controlled Grade Procedure shall include, but not be limited to, appropriate operating pace, increments of removal, weight and other characteristics of the earth disturbing equipment.

MM-TCR-5 The landowner shall relinquish ownership of all tribal cultural resources unearthed during the cultural resource mitigation monitoring conducted during all ground-disturbing activities after they have been recorded and evaluated for CEQA significance to the appropriate TCA Luiseño Tribe, as determined through the appropriate process, for respectful and dignified treatment and disposition, including reburial at a protected location on site, if possible, in accordance with the Tribe's cultural and spiritual traditions. Resources requiring non-destructive laboratory analysis to determine significance under CEQA will be returned to a storage container on the Project site

following analysis. For cultural materials that are associated with burial and/or funerary goods, CEQA significance evaluation is not required prior to repatriation to the Most Likely Descendant as determined by the Native American Heritage Commission per California Public Resources Code Section 5097.98. Cultural materials that are associated with burial and/or funerary goods, will be immediately secured on site. No tribal cultural resources shall be subject to curation.

MM-TCR-6 Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusions of the archaeological monitoring program (e.g., data recovery plan) shall be submitted by the Qualified Archaeologist, along with the Luiseño Native American monitor's notes and comments, to the City of Oceanside Planning Division for approval.

MM-TCR-7 As specified by California Health and Safety Code Section 7050.5, if human remains are found on the Project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Office of the Medical Examiner by telephone. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Medical Examiner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. If suspected Native American remains are discovered, the remains shall be kept in- situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on site in the presence of a Luiseño Native American monitor. By law, the Medical Examiner will determine within two working days of being notified if the remains are subject to his or her authority. If the Medical Examiner identifies the remains to be of Native American ancestry, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. Pursuant to Public Resources Code 5097.98, the NAHC shall make a determination as to the Most Likely Descendent (MLD) of the human remains. The MLD shall complete inspection within 48 hours of being granted access to the site and make recommendations for the treatment and disposition, in consultation with the property owner, of the human remains.

4.15.6 Level of Significance After Mitigation

Project implementation of the recommendations in the Phase I Cultural Resources Inventory Report and AB 52 consultation (Appendices G-1 and M) and implementation of the City's tribal cultural resources mitigation measures **MM-TCR-1** through **MM-TCR-7** would ensure that potential impacts to TCRs, including human remains, would remain **less than significant**.

4.16 Utilities and Service Systems

This section describes the existing utilities and service system conditions of the Project site, identifies associated regulatory requirements, evaluates potential impacts to utilities and service systems, and identifies mitigation measures if required and related to implementation of the proposed Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II Project (Project) in the City of Oceanside (City). This section analyzes the proposed Project's potential impacts on public utilities, including wastewater, water, storm drains, and solid waste disposal.

4.16.1 Existing Conditions

Domestic Water Supply

The City's Water Utilities Department Water Division (Water Division) provides potable water services to the City through operating and maintaining water treatment, distribution, and metering facilities. The Water Division purchases approximately 85% of the City's water supply from the San Diego County Water Authority (SDCWA) and treats it at the Robert A. Weese Filtration Plant, which is capable of treating up to 25 million gallons per day (mgd). Mission Basin provides the remaining water supply through extraction and treatment at the Mission Basin Groundwater Purification Facility, with a capacity of 6.4 mgd (City of Oceanside 2021a).

Water service would be continued and provided via the existing water connections that serve the existing buildings and services on site. Water facilities are connected to the site and extend throughout the Project location through existing infrastructure. The Project would maintain connections to the existing water utilities with on-site systems designed, as required, to fully serve the ongoing and proposed enhancements and reconstructed facilities.

Wastewater Treatment

Wastewater in the City is collected and treated by the City's Water Utilities Department Wastewater Division (Wastewater Division). The Wastewater Division provides wastewater collection, treatment, and disposal services of sewage for the City in accordance with applicable laws and standards. Staff is responsible for operating and maintaining over 450 miles of pipelines and 34 lift stations. The division also owns, operates, and maintains the San Luis Rey Wastewater Reclamation Facility (SLRWRF; originally called the San Luis Rey Wastewater Treatment Plant) and the La Salina Wastewater Treatment Plant. The SLRWRF has plans for expansion (secondary treatment capacity expanding from 13.5 mgd in 2020 to 17.4 mgd in 2045). The City is in the process of decommissioning the La Salina Wastewater Treatment Plant (secondary treatment is 5.5 mgd) (City of Oceanside 2021a). The proposed Project lies in the service area of the SLRWRF, which also provides service for Rainbow Metropolitan Water District and a portion of the City of Vista. The SLRWRF has a tertiary treatment capacity of 3.0 mgd and will eventually be increased to 6.0 mgd (City of Oceanside 2021a). The Project site is currently served by public water facilities located within The Strand, which is the main thoroughfare along the Oceanside City Beach (beach). The Project site is also served by a pump station located south of the Junior Seau Amphitheater and Bandshell (amphitheater and bandshell).

Storm Drain Facilities

In San Diego County, stormwater discharges from any development to municipal storm drain systems are regulated by the San Diego Regional Water Quality Control Board. The City is responsible for local administration of stormwater

management requirements and has developed a Best Management Plan (BMP Design Manual) as a resource document, which is designed to facilitate the implementation of the requirements of the Regional Water Quality Control Board Municipal Separate Storm Sewer System (MS4) Permit (City of Oceanside 2022).

The Project site is at the base of an approximately 30-foot-high bluff that parallels North Pacific Street. The existing ground surface is at an approximate elevation of 11 to 15 feet high along the beachfront. North Pacific Street is at an approximate elevation of 40 to 42 feet at the crest of the bluffs on the eastern side of the Project site. The Project site is developed with existing beachfront public facilities and associated stormwater conveyance infrastructure. The Project site is currently developed with approximately 181,083 square feet of impervious surface (Appendix J, Stormwater Quality Management Plan). The Project site includes existing storm drain lines, inlets, and outfalls that divert stormwater off the site, generally from east to west, to the Pacific Ocean. There is existing rip rap located at outfalls that reduces outlet charge velocity.

The Project site also contains smaller pervious surfaces, including landscape planters, planted slopes and pervious pavers, which are sporadically located throughout. Stormwater runoff generally flows from east to west from Pacific Street to The Strand and ultimately to the Pacific Ocean. There are several small inlets at the Project site that collect flows and discharge them to the existing 18-inch storm drain along the northern extents of the site. Portions of Pacific Street also drain to this 18-inch pipe. The section of Pacific Street above the existing amphitheater, within the proposed Project footprint, routes flow into an existing 36-inch storm drain with a pre-existing biofiltration BMP. The remaining portions of the Project site areas drain off their perspective parcels and flow into The Strand, which collects flows at the curb underside drains and discharges onto the beach, ultimately draining to the Pacific Ocean. Existing pervious pavers are installed throughout the beachfront operations area that was recently constructed, acting as water quality BMPs and storage.

Off-site runoff from the upper watershed is routed through the Project site into two storm drains. As referenced above, an existing 18-inch pipe routes flows from Civic Center Drive through the existing Parking Lot No. 28 and discharges flows onto the beach west of The Strand and north of Parking Lot No. 29. As also discussed above, the second 36-inch storm drain captures additional flows from Pacific Street and portions of downtown Oceanside.

Electricity

According to the U.S. Energy Information Administration, California used approximately 216,629 gigawatt-hours of electricity in 2023 (EIA 2024). Electricity usage in California for different land uses varies substantially by the types of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. By sector in 2017, commercial uses accounted for 46% of the state's electricity use, followed by 35% for residential uses and 19% for industrial uses (EIA 2019). Due to the state's energy efficiency building standards and efficiency and conservation programs, California's electricity use per capita in the residential sector is lower than any other state except Hawaii (EIA 2019).

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

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

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

Natural Gas

CPUC regulates natural gas utility service for over 11 million customers who receive natural gas from Pacific Gas & Electric, Southern California Gas (SoCalGas), SDG&E, Southwest Gas, and several smaller natural gas utilities. CPUC also regulates independent storage operators Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage (CPUC 2022). SDG&E provides natural gas service to San Diego County and Orange County, including existing natural gas provided to the Project site. SDG&E is a wholesale customer of SoCalGas and currently receives all of its natural gas from the SoCalGas system (CPUC 2023).

The majority of California's natural gas customers are residential and small commercial customers (core customers). These customers accounted for approximately 35% of the natural gas delivered by California utilities. Large consumers, such as electric generators and industrial customers (noncore customers), accounted for approximately 68% of the natural gas delivered by California utilities (CPUC 2023).

CPUC regulates California natural gas rates and natural gas services, including in-state transportation over transmission and distribution pipeline systems, storage, procurement, metering, and billing. Most of the natural gas used in California comes from out-of-state natural gas basins (CPUC 2023).

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

Solid Waste and Recycling

Waste Management and Agri Service Inc. provide solid waste and recycling services to the City. Waste Management disposes of solid waste collected in the City at the El Sobrante Landfill located at 10910 Dawson Canyon Road, Corona, California 92883 (City of Oceanside 2002). The El Sobrante Landfill has a maximum permitted throughput of 16,054 tons per day with estimated remaining capacity of 121,083,583 tons, and a projected closure date of January 1, 2051 (CalRecycle 2023). The City adopted and enacted the Zero Waste Strategic Resource Management Plan, which established methods to reach the goal of diverting 75% to 90% of solid waste, working in conjunction with the goals of City Council's adoption of Resolution No. 10-R0636-1, the State of California Assembly Bill (AB) 341 (City of Oceanside 2021b).

4.16.2 Regulatory Setting

Federal

Federal Clean Water Act

The federal Water Pollution Control Act (also known as the Clean Water Act) is the principal federal statute that addresses water resources. The statute employs a variety of regulatory and non-regulatory tools to reduce direct

pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. The broad goal is to restore and maintain the chemical, physical, and biological integrity of the nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water." Section 402 of the Clean Water Act authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites 1 acre or larger to prepare a stormwater pollution prevention plan for construction activities and obtain authorization to discharge stormwater under a NPDES construction stormwater permit.

Federal Safe Drinking Water Act

The Safe Drinking Water Act authorizes the U.S. Environmental Protection Agency to set national health-based standards for drinking water. The purpose of this is to protect against both naturally occurring and man-made contaminants that may be found in drinking water. The U.S. Environmental Protection Agency, states, and water systems work in collaboration to ensure the standards are met.

National Pollutant Discharge Elimination System Permit Program

The NPDES permit program was established in the Clean Water Act to regulate municipal and industrial discharges to surface waters of the United States. Discharge from any point source is unlawful unless the discharge is in compliance with an NPDES permit. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (Code of Federal Regulations, Title 40, Section 268, Subpart D), contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs that include federal landfill criteria. The federal regulations address the location, operation, design, and closure of landfills, as well as groundwater monitoring requirements.

State

California Code of Regulations, Titles 14 and 27

Title 14 (Natural Resources, Division 7) and Title 27 (Environmental Protection, Division 2 [Solid Waste]) of the California Code of Regulations govern the handling and disposal of solid waste and the operation of landfills, transfer stations, and recycling facilities.

Assembly Bills 939 and 341: Solid Waste Reduction

The California Integrated Waste Management (CIWM) Act of 1989 (AB 939) was enacted as a result of a statewide crisis in landfill capacity and a broad acceptance of a desired approach to solid waste management of reducing, reusing, and recycling. AB 939 mandated local jurisdictions to meet waste diversion goals of 25% by 1995 and 50% by 2020, and established an integrated framework for program implementation, solid waste planning, and

solid waste facility and landfill compliance. AB 939 requires cities and counties to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source reduction and recycling element to demonstrate how the jurisdiction will meet the diversion goals. Other elements include encouraging resource conservation and considering the effects of waste management operations. The diversion goals and program requirements are implemented through a disposal-based reporting system by local jurisdictions under CIWM Board regulatory oversight. Since the adoption of AB 939, landfill capacity is no longer considered a statewide crisis. AB 939 has achieved substantial progress in waste diversion, program implementation, solid waste planning, and protection of public health, safety, and the environment from landfill operations and solid waste facilities.

In 2011, AB 341 established a state policy goal that at least 75% of solid waste generated be source reduced, recycled, or composted by the year 2020. AB 341 requires local agencies to adopt strategies that will enable 75% diversion of all solid waste by 2020. This bill requires all commercial businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. In addition, multifamily apartments with five or more units are also required to form a recycling program. At least one of the following actions are required:

- Source separate recyclable and/or compostable material from solid waste and either self-haul, subscribe to a recycling program through a waste hauler, and/or otherwise arrange for pickup of the recyclable and/or compostable materials separately from the solid waste to divert them from disposal.
- Subscribe to a service that includes mixed waste processing alone or in combination with other programs, activities, or processes that divert recyclable and/or compostable materials from disposal and yield diversion results comparable to source separation.
- Property owners of commercial or multifamily complexes may require tenants to source separate their recyclable materials. Tenants must source separate their recyclable materials if required to by property owners of commercial or multifamily complexes.

Senate Bill 1374: Construction and Demolition Waste Reduction

Senate Bill (SB) 1374 requires that annual reports submitted by local jurisdictions to the CIWM Board include a summary of the progress made in the diversion of construction and demolition waste materials. In addition, SB 1374 requires the CIWM Board to adopt a model ordinance suitable for adoption by any local agency that would require 50% to 75% diversion of construction and demolition waste materials from landfills. Local jurisdictions are not required to adopt their own construction and demolition ordinances, nor are they required to adopt the CIWM Board's model by default.

Assembly Bill 1327: California Solid Waste Reuse and Recycling Access Act of 1991

AB 1327, which was established in 1991, required CalRecycle to develop a model ordinance for the use of recyclable materials in development projects. Local agencies were then required to adopt the model ordinance, or an ordinance of their own, governing adequate areas for collection and loading of recyclable materials in development projects.

Assembly Bill 1826: Mandatory Commercial Organics Recycling

AB 1826 requires businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste generated per week (organic waste is defined as food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.) This law also requires

local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. This law phases in the mandatory recycling of commercial organics over time. In particular, the minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to recycle organic waste.

Sustainable Groundwater Management Act

AB 1739, SB 1168, and SB 1319, collectively known as the Sustainable Groundwater Management Act (SGMA), require governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, sustainability should be achieved by 2040. For the remaining high- and medium-priority basins, 2042 is the deadline. Through SGMA, the California Department of Water Resources provides ongoing support to local agencies through guidance, financial assistance, and technical assistance. SGMA empowers local agencies to form Groundwater Sustainability Agencies to manage basins sustainably and requires those Groundwater Sustainability Agencies to adopt Groundwater Sustainability Plans for crucial groundwater basins in California.

Sanitary Sewer General Waste Discharge Requirements

State Water Resources Control Board Order No. 2006-0003 establishes a general waste discharge requirement for all publicly owned sanitary sewer collection systems in California with more than 1.0 mile of sewer pipe. The order provides a consistent statewide approach for reducing sanitary sewer overflows by requiring public sewer system operators to take feasible steps to control the volume of waste discharges in order to prevent sanitary sewer waste from entering the storm sewer system and to develop a Sewer System Management Plan. The general waste discharge requirement also requires that storm sewer overflows be reported to the State Water Resources Control Board using an online reporting system.

California Code of Regulations, Title 24, Part 11

In 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code, Part 11 of Title 24, is commonly referred to as CALGreen and establishes minimum mandatory and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency, water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all new construction of residential and nonresidential buildings. CALGreen standards are updated every 3 years; the latest version (CALGreen 2022) went into effect on January 1, 2023. The Mandatory CALGreen standards pertaining to utilities and service systems include the following (24 CCR Part 11):

- Mandatory reduction in indoor water use through compliance with specified flow rates for plumbing fixtures and fittings.
- Mandatory reduction in outdoor water use through compliance with a local water-efficient landscaping ordinance or the California Department of Water Resources' Model Water Efficient Landscape Ordinance.
- Diversion of 65% of construction and demolition waste from landfills.
- Mandatory inspections of energy systems to ensure optimal working efficiency.

- Inclusion of electric vehicle charging stations or designated spaces capable of supporting future charging stations.

The CALGreen standards also include voluntary efficiency measures that are provided at two separate tiers and implemented at the discretion of local agencies and applicants. CALGreen's Tier 1 standards call for a 15% improvement in energy requirements, stricter water conservation, 65% diversion of construction and demolition waste, 10% recycled content in building materials, 20% permeable paving, 20% cement reduction, and cool/solar-reflective roofs. CALGreen's more rigorous Tier 2 standards call for a 30% improvement in energy requirements, stricter water conservation, 75% diversion of construction and demolition waste, 15% recycled content in building materials, 30% permeable paving, 25% cement reduction, and cool/solar-reflective roofs.

Water Conservation Act

The Water Conservation Act of 2009 (SB X7-7) is a California state law that requires the state to reduce urban water consumption by 20% by the year 2020. It originated as a bill written by Democratic Senator Darrell Steinberg and was enacted on November 10, 2009. The key purpose of the law is to encourage both urban and agricultural water providers to implement conservation strategies, monitor water usage, and report data to the Department of Water Resources.

Local

City of Oceanside General Plan

The relevant elements of the Oceanside General Plan (City of Oceanside 2002) to utilities and service systems are the Environmental Resource Management Element, Community Facilities Element, and Hazardous Waste Management Element. All other specific plans and programs adopted by the City are consistent with the General Plan and its elements.

Environmental Resource Management Element

The Environmental Resource Management Element is designed to conserve natural resources and enforce the principles of conservation, which are the preservation, planned management, and wise utilization of natural resources. The General Plan Environmental Resources Management Element contains the following goals, policies, objectives that are relevant to the Project.

Natural Resource Preservation

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

To implement the goal set forth for natural resource preservation, the Environmental Resources Management Element identifies several objectives and associated policies related to utilities for the project:

Water

- Plan for an adequate water system based on the projected needs of the City.
- Investigate sources of local water supplies to reduce dependence on imported water.

Community Facilities Element

The City's General Plan Community Facilities Element contains goals, policies, and objectives related to the community's need for utilities and service systems.

Water and Sewer Systems

Objective. To provide an adequate water supply, storage and distribution system, and an adequate sanitary sewer collection and treatment system to serve Oceanside's existing and future growth requirements in an efficient and cost-effective manner, while encouraging a more compact and sequenced development pattern through the phased extension of water and sewer systems and while meeting all Federal and State mandated programs.

Sanitary Sewer Policies

Policy 5.4 New development shall be responsible for on-site facility improvements required by that development.

Water Supply Policies

Policy 5.11 New development shall be responsible for on-site water facilities improvements required by that development.

Stormwater Management System

Objective. To provide adequate stormwater management facilities and services for the entire community in a timely and cost-effective manner, while mitigating the environmental impacts of construction of the storm drainage system as well as stormwater runoff.

Stormwater Management Policies

Policy 6.1 The Master Drainage Plan for the City of Oceanside shall establish standards for citywide drainage. Within each major watercourse addressed by the Plan, the City and/or developers shall assure that adequate drainage improvements and facilities are provided to handle runoff when the drainage basin is fully developed to the intensity proposed by the Land Use Element of the General Plan.

Policy 6.2 All new development in the City of Oceanside shall pay drainage impact fees to defray that development's proportionate share of drainage facilities serving the basin where the new development is located.

Hazardous Waste Management Element

The Hazardous Waste Management Element provides overall policy guidance for safe and effective managing of hazardous waste within the City of Oceanside. Items within this element's scope include hazardous waste facilities, pollution prevention, and waste reduction and elimination. There are no formal policies within this element that are applicable to the proposed Project.

Urban Water Management Plan

As required by California Water Code Section 10617, the City is required to complete an urban water management plan (UWMP) every 5 years as an "Urban Water Supplier." The City adopted the 2020 UWMP in July 2021. The UWMP describes current water system services, facilities, supplies, and demands and provides planning guidelines for future projections for water use (City of Oceanside 2021a).

Water Conservation Master Plan

The 2020 Water Conservation Master Plan Update makes recommendations for specific water conservation measures to help the City achieve conservation goals set by the Water Conservation Act of 2009; the 2020 gallons per capita per day (GPCD) target for the City for 2020 was 137 GPCD, with an interim 2015 target of 154 GPCD, which the City achieved in 2015. Based on 2020 gross water use and estimated population, the City of Oceanside's 2020 water use was 116 GPCD. Therefore, the City has met its 2020 water use reduction target. The Water Conservation Master Plan is consistent with the UWMP (City of Oceanside 2021a).

Zero Waste Strategic Resource Management Plan

On March 17, 2021, the Oceanside City Council approved the 2020 Zero Waste Plan, which expands upon existing programming outlined in the 2012 Zero Waste Plan to allow the City to meet its zero waste goals and maps out the next decade of zero waste programming, services, and compliance with state laws. The Zero Waste Plan identifies and recommends strategies for the City to achieve this goal. At the time of the drafting of the Zero Waste Plan, the City had already reached 67% waste diversion, as previously described under the solid waste and recycling subsection (City of Oceanside 2021b). The private companies contracted to provide solid waste and recycling services, Waste Management and Agri Service Inc., are also working in support of the City to achieve this goal.

City of Oceanside Municipal Code

Chapter 32C of the City's Code of Ordinances outlines provisions for assessing and collecting public facilities fees as a condition of issuing a building permit for the purpose of defraying the actual or estimated costs of constructing needed public facilities pursuant to the Community Facilities Element of the General Plan. Public facilities shall include all governmental facilities specified in the adopted elements of the City's General Plan, including the Community Facilities Element, or such facilities contained in the City's 5-year Capital Improvement Program. Prior to the issuance of a building permit for new construction, including residential and nonresidential development, on any property within the City, permit applicants shall pay any fees established for the purpose of defraying the actual or estimated cost of constructing the City's public facilities. Fees are set by City Council resolution. Public facilities, as defined by the City Municipal Code, are all governmental facilities within the City's General Plan, including water, sewer, and stormwater systems (City of Oceanside 2021c).

4.16.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to utilities and service systems are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. For the purposes of this Project, a significant impact related to utilities and service systems would occur if the Project would:

1. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.
3. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
4. 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.
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.16.4 Impacts Analysis

Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Water

The Water Division provides potable water services to the City through operating and maintaining water treatment, distribution, and metering facilities. The Water Division purchases approximately 85% of the City's water supply from the SDCWA and treats it at the Robert A. Weese Filtration Plant, which has a current capacity of 25 mgd. Mission Basin provides for the remaining water supply through extraction and treatment at the Mission Basin Groundwater Purification Facility, with a capacity of 6.4 mgd (City of Oceanside 2021a).

The proposed Project improvements, and their potential to impact water-related infrastructure, are discussed specifically below.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Implementation of Alternative 1 would continue the existing public facility, open space, and public oriented uses consistent with the City's General Plan Downtown land use designation. Based on a review of existing water infrastructure and operations, along with the proposed Project design parameters, the facilities proposed under Alternative 1 (Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell) are expected to require

approximately 24,400 gallons of water per day. As referenced above, and because these facilities are currently in use, the amount of water required for these existing uses is similar.

Citywide water supply planning is completed via the City's UWMP and General Plan. As discussed in Section 4.10, Land Use and Planning, Alternative 1 would be consistent with the City's General Plan and zoning designations; therefore, water demand for the existing and proposed public facility, open space, and public oriented uses at the Project site has been considered in City and regional water supply documents, which are based on the buildout of the City consistent with the General Plan.

Water facilities within the area surrounding the Project adequately serve existing development. Under Alternative 1, the Project would connect to available existing public water mains within North Pacific Street with new laterals on site to serve the Project. The new laterals would be required for domestic, irrigation, and fire water service requiring 2- to 8-inch-wide pipes. The proposed connections to existing water facilities would be designed and constructed in accordance with the guidelines, standards, and approved materials of the City. The Project would also install new water meters so water usage can be monitored when operational.

With the exception of new on-site laterals and connection to the existing public water main and water meters, which would be constructed within the already to be disturbed Project site, no relocation or construction of new water facilities would be required to provide adequate service to Alternative 1. Based on the analysis above, the Project would not have a substantial adverse effect on water facilities or result in an increase in demand that would require the relocation or construction of new or expanded facilities, the construction or relocation of which could cause significant environmental effects. Impacts related to water demand and service would be **less than significant**.

Alternative 2: Betty's Lot

Alternative 2 includes all the components described under Alternative 1 along with development of Betty's Lot, which is being assessed at the program-level wherein specific Project details have only been developed at the conceptual level.

The potential environmental impacts associated with the conceptual development of the Betty's Lot site would require a subsequent CEQA document that would be prepared once certain Project-level details are known and have been developed in greater detail. Under this alternative, Betty's Lot improvements have been analyzed as a broad-based proposed suite of Project components, including preservation of the Strand-level parking lot, new community recreation classrooms, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. Future design considerations may include maintaining the beach view, accessibility, sea-level-rise resilience, and how the expansion of these additional public facilities would be operated and maintained.

Similar to the continued uses under Alternative 1 (Pier Bridges, Lifeguard Headquarters, JSBCC, and Junior Seau Amphitheater and Bandshell), these components would not introduce any new uses inconsistent with Article 12 of the City's Zoning Ordinance. The proposed Betty's Lot components would involve uses that align with public facilities and open space uses allowed in the D-15 Zoning District. Furthermore, prior to approval, design of Betty's Lot improvements would be subject to Project-level analysis and approval and then reviewed by the City to ensure they are compliant with the City's development regulations pursuant Article 12 of the City's Zoning Ordinance. Alternative 2 would be consistent with the City's General Plan and zoning designations; therefore, while not precisely forecasted yet, water demand associated with the programmatic buildout of Alternative 2 has been considered in City and regional water supply documents, which are based on the buildout of the City consistent with the General Plan. It is expected that any on-site improvements required to serve Betty's Lot with water would be of similar nature

to those associated with Alternative 1: lateral connections to existing water mains in North Pacific Street and water meters. Similar to Alternative 1, the proposed connections to existing water facilities would be designed and constructed within the limits of the Project site and in accordance with the guidelines, standards, and approved materials of the City.

It is anticipated that no relocation or construction of other new water facilities would be required to provide adequate service to Alternative 2. Based on the analysis above, the Project would not have a substantial adverse effect on water facilities or result in an increase in demand that would require the relocation or construction of new or expanded facilities, the construction or relocation of which could cause significant environmental effects. Impacts related to water demand and service would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2, Existing Facilities, of the Project Description. There would be no physical change to the environment under the no Project alternative. Therefore, **no impact** would occur.

Wastewater Treatment

As described under Section 4.16.1, Existing Conditions, wastewater is collected and treated by the City's Water Utilities Department Wastewater Division. The division owns and operates the SLRWRF, which is planned for expansion (secondary treatment capacity expanding from 13.5 mgd to 17.4 mgd in 2045), and the La Salina Wastewater Treatment Plant (secondary treatment is 5.5 mgd), which is in the processes of being decommissioned (City of Oceanside 2021a). The SLRWRF has a current tertiary treatment capacity of 3.0 mgd and will eventually be increased to 6.0 mgd (City of Oceanside 2021a). The Project lies in the services area of the SLRWRF, which also provides service for Rainbow Metropolitan Water District and a portion of the City of Vista (City of Oceanside 2021a).

The Project improvements, and their potential to impact wastewater treatment infrastructure, are discussed specifically below.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Implementation of Alternative 1 would continue the existing public facility, open space, and public oriented uses consistent with the City's General Plan Downtown land use designation. Facilities proposed under Alternative 1 (Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell) and based on the Project design plans and projected operations, are expected to generate approximately 13,000 gallons of wastewater per day. Because these facilities are currently in use, the amount of wastewater generated from these existing uses is similar. Therefore, wastewater generation associated with Alternative 1 would account for 0.433% of the daily tertiary treatment capacity and 0.096% of the daily secondary treatment capacity at the SLRWRF.

The proposed Project under Alternative 1 would not require any off-site sewer pipeline upgrades or wastewater treatment plant improvements to accommodate the additional Project wastewater flow volumes. Alternative 1 would connect to available existing public sewer conveyance infrastructure in North Pacific Street. On-site sewer

improvements would include 3-inch and 4-inch PVC lines to convey wastewater on the Project site. These lines would be connected to various inspection and cleanout access points. The proposed sewer lines within the Project site would be designed and constructed in accordance with the guidelines, standards, and approved materials of the City, and no relocation or construction of new or expanded wastewater facilities would be required as a result of Project implementation.

Therefore, the Project would not have a substantial adverse effect on wastewater facilities or result in an increase in demand that would require the relocation or construction of new or expanded facilities, the construction or relocation of which could cause significant environmental effects. Impacts related to wastewater demand and service would be **less than significant**.

Alternative 2: Betty's Lot

Alternative 2 includes all the components described under Alternative 1 along with development of Betty's Lot, which is being assessed at the program-level, wherein specific Project details have only been developed at the conceptual level.

The potential environmental impacts associated with the conceptual development of the Betty's Lot site would require a subsequent CEQA document that would be prepared once certain Project-level design details are known. Under this alternative, Betty's Lot improvements have been analyzed as a broad-based proposed suite of Project components, including preservation of the Strand-level parking lot, new community recreation classrooms, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts.

Similar to the continued uses under Alternative 1 (Pier Bridges, Lifeguard Headquarters, JSBCC, and Junior Seau Amphitheater and Bandshell), these components would not introduce any new uses inconsistent with Article 12 of the City's Zoning Ordinance. The proposed Betty's Lot components would involve uses that align with public facilities and open space uses allowed in the D-15 Zoning District. Furthermore, prior to approval, design of Betty's Lot improvements would be subject to Project-level analysis and approval, and then reviewed by the City to ensure they are compliant with the City's development regulations pursuant Article 12 of the City's Zoning Ordinance. Alternative 2 would be consistent with the City's General Plan and zoning designations; therefore, while projected wastewater volumes are undefined at this time, wastewater generation associated with the programmatic buildout of Alternative 2 has been considered in planning documents and the Wastewater Division's planning efforts, which are based on the buildout of the City consistent with the General Plan. It is expected that any on-site improvements required to serve Betty's Lot with wastewater treatment would be of similar nature to those associated with Alternative 1: connections to existing sewer infrastructure in North Pacific Street. Similar to Alternative 1, the proposed connections to existing sewer infrastructure would be designed and constructed on the Project site and in accordance with the guidelines, standards, and approved materials of the City.

It is anticipated that no relocation or construction of other new water facilities would be required to provide adequate service for Alternative 2. Based on the analysis above, the Project would not have a substantial adverse effect on wastewater facilities or generate wastewater that would require the relocation or construction of new or expanded facilities, the construction or relocation of which could cause significant environmental effects. Impacts related to wastewater treatment would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2 of the Project Description. There would be no physical change to the environment under the no Project alternative. Therefore, **no impact** would occur.

Stormwater Drainage

Due to the interconnected nature of stormwater drainage impacts, the analysis below is structured to assess the Project's potential effects on stormwater drainage across the entire Project site for both Alternatives 1 and 2, rather than at the component-level (i.e., Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, and Community Plaza Area, Junior Seau Beach Community Center, Junior Seau Amphitheater and Bandshell, and Betty's Lot). This structure and analytical approach are consistent with the master Stormwater Quality Management Plan (SWQMP), which assesses the entire Project site and all proposed components/facilities. The SWQMP (Appendix J) and SLR-VA (Appendices K-1 and K-2) document the improvements, stormwater design requirements, and vulnerabilities for full buildout of the entire Project site. The SWQMP provides design of stormwater BMPs to minimize the potentially negative impacts of the Project's land development activities on water quality across the Project site and various Project components. The Project improvements, and their potential impacts to stormwater drainage, are discussed specifically below.

Alternatives 1 and 2: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, Junior Seau Amphitheater and Bandshell, and Betty's Lot

The Project site's existing land cover includes vegetative cover, non-vegetated pervious areas, and impervious areas. The Project site contains 181,083 square feet of impervious surface. Existing drainage conveyance at the Project site is dictated by and predominately covered with impervious areas. The Project site also contains smaller pervious surfaces, including landscape planters, planted slopes and pervious pavers, which are sporadically located throughout. Stormwater runoff generally flows from east to west from Pacific Street to The Strand and ultimately to the Pacific Ocean. There are several small inlets at the Project site that collect flows and discharge them to an existing 18-inch storm drain along the northern extents of the site. Portions of North Pacific Street also drain to this 18-inch pipe. The section of North Pacific Street above the existing amphitheater, within the proposed Project footprint, routes flow into an existing 36-inch storm drain with a pre-existing biofiltration BMP. The remaining portions of the Project site areas drain off their perspective parcels and flow into The Strand, which collects flows at the curb underside drains and discharges onto the beach, ultimately draining to the Pacific Ocean.

The proposed Project includes impervious features that would convey stormwater, including buildings, parking lots, sidewalks, plaza hardscapes, a concrete amphitheater, the Pier Bridges structure, and roadways. The Project would result in approximately 143,917 square feet of proposed new impervious area and would retain approximately 64,165 square feet of existing impervious area, thereby resulting in a total of approximately 208,082 square feet of impervious area. After construction, the Project site would include approximately 55,253 square feet of pervious surface and features that would capture stormwater: planted hillside below Pacific Street, planter areas, pervious paver, and existing beach sand. After Project construction, stormwater will flow westward from the Project site and be captured in water collection, conveyance, retention and treatment facilities. The captured water will be treated by proprietary biofiltration systems and then discharged to beach and ultimately to the Pacific Ocean.

As calculated and prescribed by the SWQMP, Project stormwater infrastructure design includes the installation of new on-site storm drain inlets, storm drain pipes, and treatment devices to improve site drainage. Inlets, which include curb inlets, grate inlets, and smaller inlets on the northern side of the site, would be placed along The Strand and other key areas near existing outfalls to the beach. These inlets would be designed to capture Project site flows and direct them through three discrete treatment BMP facilities. The piped system will connect to the existing 36-inch reinforced concrete pipe north of the Pier View Way Bridges, west of The Strand, and the existing northern 18-inch pipe. The Project site will also be regraded to meet new flow requirements, ensuring effective capture and conveyance through the new curb and grate inlets. The treated stormwater would then be discharged into two existing storm drain pipes, which outfall directly into the Pacific Ocean. These storm drain outlets are located on the beach, immediately west of the site. During operation, the Project would implement on-site design BMPs in order to reduce the rate and volume of stormwater runoff. The Project would also implement source control BMPs to assist with reducing pollutants in stormwater runoff.

Due to the proposed on-site drainage system design described above, the Project would not contribute runoff that would have a substantial adverse effect on stormwater drainage or result in an increase in runoff that would require the relocation or construction of new or expanded facilities, the construction or relocation of which could cause significant environmental effects; impacts would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2 of the Project Description. There would be no physical change to the environment under the no Project alternative and none of the proposed stormwater improvements described above would be implemented. There would be no physical change to the environment under the no Project alternative. Therefore, **no impact** would occur.

Electric Power, Natural Gas, and Telecommunications Facilities

The proposed Project would meet the Title 24 and CALGreen standards to reduce energy demand and increase energy efficiency. Title 24 of the California Code of Regulations contains energy efficiency standards for nonresidential buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the energy impact of the building envelope such as windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs. CalEEMod estimates energy usage associated with building systems that are regulated under Title 24 (such as the heating and cooling system), lighting, and use of, appliances, plug-ins, and other sources not covered by Title 24. The Project improvements, and their potential to impacts to electric power, natural gas, and telecommunications facilities, are discussed specifically below.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

The proposed Project's CalEEMod run (Appendix E, Air Quality and Greenhouse Gas Emissions Technical Report) estimated that the facilities proposed under Alternative 1 would consume approximately 499,138 kWh of electricity annually. Implementation of the proposed Project would not result in the reduction of substantial amounts of local or regional energy supplies compared to existing conditions.

Compared with the City's annual electricity consumption, the anticipated increase in consumption associated with 1 year of Project operation is approximately 0.08% of the City's 2018 demand. Considering the Project would be consistent with the City's General Plan and zoning for the site, the local and regional electricity demand planning would have included the Project. In addition, the Project would be built in accordance with the current Building Energy Efficiency Standards (Title 24) at the time of construction, which include robust requirements for energy efficiency. Also, the provisions of CALGreen apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure.

As detailed in the Project's Basis of Design (Appendices N-1 and N-2), SDG&E service and meters will be required due to an increase in electrical load, especially for the Lifeguard Headquarters and Lifeguard Support Facilities. New electrical distribution infrastructure is needed on site to handle proposed electricity demands. As noted in Appendices N-1 and N-2, all on-site electrical gear supporting the site will be demolished and replaced with modernized infrastructure, except where coordinated with SDG&E where existing utility service is provided to the Project site. The proposed Project would not exceed the available capacity of SDG&E servicing infrastructure to the site or beyond. The Project site is already connected to SDG&E's electric grid and no new or additional off-site facilities would be required to serve the Project's electrical needs.

Implementation of Alternative 1 would result in consumption of approximately 294,899 kBtu of natural gas annually. By comparison, the City consumed approximately 4,877 million kBtu in 2018 (SDG&E 2019). The anticipated increase in consumption associated with 1year of Project operation is less than 0.01% of the City's 2018 demand. Considering the proposed Project would be consistent with the City's General Plan and zoning for the site, the local and regional natural gas demand planning would have included the Project. The Project site is already connected to SDG&E's natural gas services, and no new or additional facilities would be required to serve the Project's needs. Additionally, the proposed Project would connect and continue to use existing telecommunications facilities in the surrounding area and would have the option of using a variety of different providers. No new or expanded telecommunications facilities would be required. For the reasons addressed above, Alternative 1 would not require the relocation or construction of new or expanded off-site facilities; impacts associated with electricity, natural gas, and telecommunications facilities would be **less than significant**.

Alternative 2: Betty's Lot

Alternative 2 includes all the components described under Alternative 1 along with development of Betty's Lot, which is being assessed at the program-level wherein specific Project details have only been developed at the conceptual level. The potential environmental impacts associated with the conceptual development of the Betty's Lot site would require a subsequent CEQA document that would be prepared once certain Project-level design details are known. Under this alternative, Betty's Lot improvements have been analyzed as a broad-based proposed suite of Project components, including preservation of the Strand-level parking lot, new community recreation classrooms, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts.

As explained above, it is expected that any on-site electrical, natural gas, or telecommunications improvements required to serve Betty's Lot would be of similar nature to those associated with Alternative 1 and no off-site improvements are anticipated to accommodate demands associated with these utilities. Alternative 2 is not expected to use natural gas and would connect to existing telecommunications facilities in the surrounding area and would have the option of using a variety of different providers. It is anticipated that no relocation or construction of other electrical, natural gas, or telecommunication facilities would be required to provide adequate service to Alternative 2. Based on the analysis above, the Project would not have a substantial adverse effect on electricity, natural gas, and telecommunications demands that would require the relocation or construction of new or

expanded facilities, the construction or relocation of which could cause significant environmental effects. Impacts related to wastewater treatment would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2 of the Project Description. There would be no physical change to the environment under the no Project alternative. Therefore, **no impact** would occur.

Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

As described above, the Water Division purchases approximately 85% of the City's water supply from the SDCWA and treats it at the Robert A. Weese Filtration Plant, which has a current capacity of 25 mgd. Mission Basin provides the remaining water supply through extraction and treatment at the Mission Basin Groundwater Purification Facility with a capacity of 6.4 mgd (City of Oceanside 2021a).

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Implementation of Alternative 1 would continue the existing public facility, open space, and public oriented uses consistent with the City's General Plan Downtown land use designation. Facilities proposed under Alternative 1 (Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell) and based on the Project design parameters and projected operations are expected to require approximately 24,400 gallons of water per day. Because these facilities are currently in use, the amount of water required for these existing uses is similar.

The Project would be consistent with the General Plan and zoning code designations, and therefore water demand for the use on the Project site has been considered in City and regional water supply documents, which are based on the buildout of the City consistent with the General Plan.

According to the City's UWMP, for all years that SDCWA projects supply reliability, the City assumes it will be able to purchase sufficient water from SDCWA to meet demands. SDCWA currently forecasts that it will have sufficient supply available to meet all member agency demands, including in all years of a multiple-year drought scenario. As concluded in the UWMP, the City has sufficient water to meet its customers' demands through 2045 in all normal, single-dry, and multiple-dry year scenarios. Demands are expected to increase by an average of 7% during a single-dry year and by an average of 9% during a multiple-dry year. To make up the remaining supply needed to meet increased demands during each year of the single- and multiple-dry year scenarios, the City will purchase additional water from SDCWA. These additional purchases are anticipated to be accommodated for all years, as SDCWA projects 100% reliability in all future years due to the diversification of its supplies and availability of carryover resources.

Additionally, the SDCWA has developed a Water Shortage Contingency Plan (SDCWA 2021), which identifies strategies for the region to reduce water consumption during catastrophic events and in drought years. As part of the Water Shortage Contingency Plan, the Drought Ordinance established six drought stages of actions that can be

taken to reduce water demand by up to 50% or more. Because the Project is located within the City's service area, the Project is required to adhere to water conservation measures imposed by the City. The City has also developed a Water Conservation Master Plan, which provides for sustainable efficient water use, thereby further ensuring water availability to the City during drought years. The Project would include water-conserving landscaping and efficient irrigation design consistent with the Master Plan and the City's water planning efforts.

Accordingly, since sufficient water supply would be available to serve the Project during normal, dry-, and multiple-dry years; the Project would not have a substantial adverse effect due to the unavailability of water, and impacts related to water supply are considered to be **less than significant**.

Alternative 2: Betty's Lot

Alternative 2 includes all the components described under Alternative 1 along with development of Betty's Lot, which is being assessed at the program-level wherein specific Project details have only been developed at the conceptual level.

The potential environmental impacts associated with the conceptual development of the Betty's Lot site would require a subsequent CEQA document that would be prepared once certain Project-level design details are known. Similar to the continued uses under Alternative 1 (Pier Bridges, Lifeguard Headquarters, JSBCC, and Junior Seau Amphitheater and Bandshell), these components would not introduce any new uses inconsistent with the City's General Plan or Zoning Ordinance. The proposed Betty's Lot components would involve uses that align with public facilities and open space uses allowed in the D-15 Zoning District. Furthermore, prior to approval, design of Betty's Lot improvements would be subject to Project-level analysis and approval and then reviewed by the City to ensure they are compliant with the City's development regulations. Alternative 2 would be consistent with the City's General Plan and zoning designations; therefore, while not precisely forecasted yet, water demand associated with the programmatic buildout of Alternative 2 has been considered in City and regional water supply documents, which are based on the buildout of the City consistent with the General Plan.

Accordingly, for the same reasons discussed above under Alternative 1, it is anticipated that sufficient water supply would be available to serve the Alternative 2 during normal, dry-, and multiple-dry years; the Project would not have a substantial adverse effect due to the unavailability of water, and impacts related to water supply are considered to be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2 of the Project Description. There would be no physical change to the environment under the no Project alternative. Therefore, **no impact** would occur.

Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

As described above, wastewater is collected and treated by the City's Wastewater Division. The division owns and operates the SLRWRF, which is planned for expansion (secondary treatment capacity expanding from 13.5 mgd to 17.4 mgd in 2045), and the La Salina Wastewater Treatment Plant (secondary treatment is 5.5 mgd), which is in

the processes of being decommissioned (City of Oceanside 2021a). The SLRWRF has a current tertiary treatment capacity of 3.0 mgd and will eventually be increased to 6.0 mgd (City of Oceanside 2021a).

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Implementation of Alternative 1 would continue the existing public facility, open space, and public oriented uses consistent with the City's General Plan Downtown land use designation. Based on a comparison of existing operations and the Project design details, facilities proposed under Alternative 1 (Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell) are expected to generate approximately 13,000 gallons of wastewater per day. Because these facilities are currently in use, the amount of water required for these existing uses is similar. Therefore, wastewater generation associated with Alternative 1 would account for 0.433% of the daily tertiary treatment capacity and 0.096% of the daily secondary treatment capacity at the SLRWRF.

Based on existing facility capacity, estimated sewer generation from the buildout of Alternative 1 is expected to be adequately accommodated by the SLRWRF in addition to their existing commitments. The Project would not have a substantial adverse effect because the SLRWRF has the existing capacity to serve the Project's wastewater treatment demands and impacts related to wastewater service would be **less than significant**.

Alternative 2: Betty's Lot

Alternative 2 includes all the components described under Alternative 1 along with development of Betty's Lot, which is being assessed at the program-level wherein specific Project details have only been developed at the conceptual level.

The potential environmental impacts associated with the conceptual development of the Betty's Lot site would require a subsequent CEQA document that would be prepared once certain Project-level design details are known. Alternative 2 would be consistent with the City's General Plan and zoning designations; therefore, while not precisely forecasted yet, wastewater generation associated with the programmatic buildout of Alternative 2 has been considered in planning documents and the Wastewater Division's planning efforts, which are based on the buildout of the City consistent with the General Plan. Furthermore, given that the possible programmatic uses under Alternative 2 are similar in nature (i.e., public facilities) as those proposed under Alternative 1, the amount of wastewater generated is expected to be similar in magnitude. Therefore, based on existing facility capacity, Alternative 2 is expected to be adequately accommodated by the SLRWRF in addition to their existing commitments. The Project would not have a substantial adverse effect because the SLRWRF has the existing capacity to serve the Project's wastewater treatment demands; impacts related to wastewater service would be **less than significant**.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2 of the Project Description. There would be no physical change to the environment under the no Project alternative. Therefore, **no impact** would occur.

Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Solid waste collection and disposal is provided by the City through Waste Management of North County, a private company under franchise agreement with the City. Solid waste collected in the City goes through Palomar Transfer Station in Carlsbad, which is owned and operated by Republic Industries, before traveling to the final destination of El Sobrante Landfill in Riverside County. The El Sobrante Landfill is located east of Interstate 15 and south of the City of Corona, at 10910 Dawon Canyon Road in unincorporated Riverside County. The El Sobrante Landfill has a maximum permitted throughput of 16,054 tons per day with estimated remaining capacity of 121,083,583 tons, and a projected closure date of January 1, 2051 (CalRecycle 2023). The City also adopted and enacted the Zero Waste Strategic Resource Management Plan, which established methods to reach the goal of diverting 75% to 90% of solid waste.

For both Alternatives 1 and 2, the solid waste generated during construction would primarily consist of discarded materials including concrete, asphalt, wood, wallboard, rubble, and roofing materials, as well as packaging generated by the construction process. The proposed Project would adhere to CALGreen Section 5.408.1, which requires a minimum of 65% of nonhazardous construction waste to be recycled or salvaged for reuse. Therefore, construction of the proposed Project would not generate solid waste in excess of applicable standards or in excess of the capacity of local infrastructure.

Alternative 1: Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, Community Plaza Area, Junior Seau Beach Community Center, and Junior Seau Amphitheater and Bandshell

Operation of the proposed Project under Alternative 1 would result in ongoing solid waste generation at the site. As previously stated, waste from the Project would be transported to the El Sobrante Landfill. The anticipated operational solid waste generation from Alternative 1 was estimated with a CalEEMod run (Appendix E). It is estimated that under Alternative 1, the proposed Project would generate approximately 213.18 tons of solid waste per year, which equals approximately 1,288 pounds per day. The existing facilities on the Project site have been estimated to generate 180.97 tons of solid waste per year, equaling approximately 1,093 pounds per day (Appendix E). Therefore, under Alternative 1, the proposed Project is anticipated to generate approximately an additional 32.21 tons of solid waste per year, equaling approximately 195 pounds per day; see Table 4.16-1 below.

Table 4.16-1. Estimated Solid Waste Generation

	Pounds per Day	Tons per Year	Tons per Day
Existing	1,093	180.97	0.496
Alternative 1	1,288	213.18	0.584
Net Increase	**195**	**32.21**	**0.088**

As presented in Table 4.16-1, under Alternative 1 the proposed Project would generate approximately 0.088 additional tons of solid waste per day, The El Sobrante Landfill has a maximum permitted throughput of 16,054 tons per day; therefore, the additional solid waste generated under Alternative 1 represents less than 0.001% of the daily permitted throughput of the landfill. Furthermore, the proposed Project would be required to comply with applicable state and local regulations related to solid waste, waste diversion, and recycling at the time of development. Additionally, the Project would participate in the City's recycling programs, including the City's 2020

Zero Waste Plan Update, which would further reduce solid waste sent to El Sobrante Landfill. For these reasons, Project implementation under Alternative 1 would not 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. For these reasons, under Alternative 1, the Project would result in a **less-than-significant** impact related to solid waste generation.

Alternative 2: Betty's Lot

Alternative 2 includes all the components described under Alternative 1 along with development of Betty's Lot, which is being assessed at the program-level wherein specific Project details have only been developed at the conceptual level.

The potential environmental impacts associated with the conceptual development of the Betty's Lot site would require a subsequent CEQA document that would be prepared once certain Project-level design details are known. Alternative 2 would be consistent with the City's General Plan and zoning designations; it is anticipated that Alternative 2 would involve uses that align with public facilities and open space uses allowed under those designations. Therefore, while not modeled or forecasted yet, the amount of solid waste generation associated with the programmatic buildout of Alternative 2 is expected to be of a similar magnitude to the amount generated under Alternative 1. Development associated with Betty's Lot would also be subject to the same applicable state and local regulations related to solid waste, waste diversion, and recycling, along with the City 2020 Zero Waste Plan Update discussed above. For these reasons, Project implementation under Alternative 2 is not expected to 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. For these reasons, under Alternative 2, the Project would result in a **less-than-significant** impact related to solid waste generation.

Alternative 3: No Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used under their existing conditions; see Section 3.2 of the Project Description. There would be no physical change to the environment under the no Project alternative. Therefore, **no impact** would occur.

Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

As discussed above, implementation of the proposed Project under Alternatives 1 and 2, would not generate solid waste in excess of the capacity of local infrastructure. The Project would comply with Chapter 13 of the City Municipal Code requiring businesses to separate all recyclable material from other solid waste. The Project would also comply with AB 341 directing mandatory recycling for all businesses generating 4 or more cubic yards of waste. The proposed Project would comply with state and City regulations, providing enclosures with adequate space for collection, storage, and separation of all recyclable materials in full compliance with City standards. Therefore, the proposed Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste; Project impacts related to solid waste would be **less than significant**.

4.16.5 Mitigation Measures

Impacts related to utilities and service systems as a result of Project implementation are determined to be **less than significant**, and therefore no mitigation measures are required.

4.16.6 Level of Significance After Mitigation

No substantial impacts related to utilities and service systems were identified; therefore, no mitigation measures are required. Impacts related to utilities and service systems would be **less than significant**.

4.17 Wildfire

This section describes the existing conditions, identifies associated regulatory framework, evaluates potential impacts related to wildfire and determines whether mitigation measures are required related to the implementation of the Pier View Way Bridges and Lifeguard Headquarters and Beachfront Phase II proposed Project (proposed Project) on public services in the City of Oceanside (City). Fire protection services for the proposed Project have been addressed in Section 4.13, Public Services.

4.17.1 Existing Conditions

Wildfire is a continuous threat in Southern California and is particularly concerning in the wildland-urban interface, the geographic area where urban development either abuts or intermingles with wildland or vegetative fuels. During the summer season, dry vegetation, prolonged periods of drought, and Santa Ana wind conditions can combine to increase the risk of wildfires in San Diego County (County).

Fire Hazard Mapping

The California Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resource Assessment Program database includes map data documenting areas of significant fire hazards in the state. These maps categorize geographic areas of the state into different Fire Hazard Severity Zones (FHSZs), ranging from moderate to very high. CAL FIRE uses FHSZs to classify anticipated fire-related hazards for the entire state, and includes classifications for State Responsibility Areas, Local Responsibility Areas, and Federal Responsibility Areas. Fire hazard severity classifications take into account vegetation, topography, weather, crown fire production, and ember production and movement. The proposed Project site is located within two miles of a Very High Fire Hazard Severity Zone (VHFHSZ) (Figure 4.17-1) (CAL FIRE 2025). Although the proposed Project site is near a VHFHSZ in the Local Responsibility Area (LRA), given the urban development between the VHFHSZ and the proposed Project, the surrounding land and the ocean do not present a wildfire risk.

Fire History

The proposed Project area, like all of the County, is subject to seasonal weather conditions that can heighten the likelihood of fire ignition and spread. Fire history (Figure 4.17-2) is an important component of wildfire analysis. Wildfire history information can provide an understanding of fire frequency, fire type, most vulnerable proposed Project areas, and significant ignition sources, amongst others. CAL FIRE maintains the Fire and Resource Assessment Program database, which was used to evaluate the proposed Project site's fire history to determine whether large fires have occurred in the proposed Project area, and thus the likelihood of future fires. Per the recorded fire history database, the proposed Project site has not been subject to wildfire (CAL FIRE 2022a). However, although not a wildfire, there was a fire on the end of the Oceanside pier in April 2024, but it did not impact the proposed Project components.

Vegetation Communities and Land Covers

Variations in vegetative cover type and species composition have a direct effect on fire behavior. Some plant communities and their associated plant species have increased flammability based on plant physiology (resin content), biological function (flowering, retention of dead plant material), physical structure (leaf size, branching patterns), and overall fuel loading.

A critical factor to consider is the dynamic nature of vegetation communities. Fire presence and absence at varying cycles or regimes affect plant community succession. Succession of plant communities, most notably the gradual conversion of shrublands to grasslands with high frequency fires and grasslands to shrublands with fire exclusion, is highly dependent on the fire regime. Further, biomass and associated fuel loading will increase over time if disturbance or fuel reduction effects are not diligently implemented.

The vegetation types and land covers in the proposed Project area were identified during field assessments conducted for the proposed Project site. As detailed in Section 4.3, Biological Resources, the proposed Project site is on a beach and abuts disturbed habitat and urban/developed land.

Topography/Terrain

Topography influences fire risk by affecting fire spread rates. Typically, steep terrain results in faster fire spread up-slope and slower spread down-slope. Terrain that forms a funneling effect, such as chimneys, chutes, or saddles on the landscape can result in especially intense fire behavior, including faster spread and higher intensity. Conversely, flat terrain tends to have little effect on fire spread, resulting in fires that are driven by vegetation and wind. The proposed Project site is mostly developed and paved and is relatively flat, except for a noticeable slope separating the edge of the proposed Project from the existing Pacific Street roadway which runs parallel to the proposed Project. Elevations on site range from approximately seven feet to 35 feet above mean sea level.

Climate, Weather and Wind

In the City of Oceanside, the summers are warm, arid, and clear and the winters are long, cool, and partly cloudy. During summer months (early July through October), the average daily high temperature is above 74°F, and during the cooler, winter months (November through April), the average daily high temperature is below 67°F. The temperature varies throughout the year but is rarely below 38°F or above 83°F. Like much of Southern California, the City experience seasonal variation in monthly rainfall throughout the year, with the wetter months lasting from November through April.

The proposed Project site, like much of Southern California, is influenced by prevailing wind patterns. Prevailing winds are winds that blow from a single direction over a specific area of the Earth. The predominant average hourly wind speed and direction in the City varies throughout the year. The prevailing wind pattern is from the west (onshore), but the presence of the Pacific Ocean causes a diurnal wind pattern known as the land/sea breeze system. During the day, winds are from the west–southwest (sea) and at night, winds are from the northeast (land). During the summer season, the diurnal winds may average slightly higher than the winds during the winter season due to greater pressure gradient forces. Surface winds can also be influenced locally by topography and slope variations. The highest wind velocities are associated with downslope, canyon, and Santa Ana winds. The proposed Project site does not include topography or slope variations that would create unusual weather conditions, such as high wind velocities, which would lead to increased fire risk.

4.17.2 Regulatory Setting

Federal

National Fire Protection Association Codes, Standards, Practices, and Guides

National Fire Protection Association codes, standards, recommended practices, and guides ("NFPA Documents") are developed through a consensus standards development process approved by the American National Standards Institute. This process brings together professionals representing varied viewpoints and interests to achieve consensus on fire and other safety issues. National Fire Protection Association standards are recommended guidelines and nationally accepted good practices in fire protection but are not law or "codes" unless adopted or referenced as such by the California Fire Code (CFC) or local fire agency.

International Fire Code

Created by the International Code Council, the International Fire Code addresses a wide array of conditions hazardous to life and property, including fire, explosions, and hazardous materials handling or usage.[1] The International Fire Code places an emphasis on prescriptive and performance-based approaches to fire prevention and fire protection systems. Updated every 3 years, the International Fire Code uses a hazards classification system to determine the appropriate measures to be incorporated to protect life and property (often times these measures include construction standards and specialized equipment). The International Fire Code uses a permit system (based on hazard classification) to ensure that required measures are instituted where applicable (ICC 2021). The International Fire Code provides recommended guidelines and accepted good practices in fire protection; however, these do not constitute binding laws or codes unless adopted as such or referenced as such by the California Fire Code or the local fire agency.

International Wildland–Urban Interface Code

The International Wildland–Urban Interface Code is published by the International Code Council and is a model code addressing wildfire issues. The International Wildland–Urban Interface Code provides recommended guidelines and accepted good practices in fire protection; however, these do not constitute binding laws or codes unless adopted as such or referenced as such by the California Fire Code or the local fire agency.

Uniform Fire Code

The Uniform Fire Code contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The code contains specialized technical regulations related to fire and life safety.

[1] The International Fire Code is not a federal regulation, but rather a system of international requirements set by the International Code Council.

State

California Government Code

California Government Code Sections 51175 through 51189 provide guidance for classifying lands in California as fire hazard areas and provide requirements for management of property within those lands. CAL FIRE is responsible for classifying FHSZs based on statewide criteria and makes the information available for public review. Further, local agencies must designate, by ordinance, VHFHSZs within their jurisdiction based on the recommendations of CAL FIRE.

Section 51182 sets forth requirements for maintaining property within fire hazard areas, such as defensible space, vegetative fuels management, and building materials and standards. Among other requirements, defensible space consisting of 100 feet of fuel modification must be maintained on each side of a structure, but not beyond the property line unless findings conclude that the clearing is necessary to significantly reduce the risk of structure ignition in the event of a wildfire. Clearance on adjacent property shall only be conducted following written consent by the adjacent owner. Further, trees must be trimmed from within 10 feet of the outlet of a chimney or stovepipe, vegetation near buildings must be maintained, and roofs of structures must be cleared of vegetative materials. Exemptions may apply for buildings with an exterior constructed entirely of nonflammable materials.

California Fire Code

The CFC is Chapter 9 of Title 24 of the California Code of Regulations. It was created by the California Building Standards Commission and is based on the International Fire Code created by the International Code Council. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code use a hazards classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every 3 years. Chapter 11, Article II (Fire Prevention) of the City's Municipal Code provide the City's adopted amendments to the 2022 CFC.

California Public Resources Code (PRC) Section 4292

PRC Section 4292 states that any person that owns, controls, operates, or maintains any electrical transmission or distribution line has primary responsibility for fire protection of such areas, and shall maintain around and adjacent to any pole or tower that supports a switch, fuse, transformer, lightning arrester, line junction, or dead end or corner pole a firebreak that consists of a clearing of not less than 10 feet in each direction from the outer circumference of such a pole or tower. All vegetation shall be cleared within the firebreak.

California Department of Forestry and Fire Protection

CAL FIRE is tasked with reducing wildfire-related impacts and enhancing California's resources. CAL FIRE responds to all types of emergencies including wildland fires and residential/commercial structure fires. In addition, CAL FIRE is responsible for the protection of approximately 31 million acres of private land within the state and, at the local level, is responsible for inspecting defensible space around private residences. CAL FIRE is responsible for enforcing State of California fire safety codes included in the California Code of Regulations and the California Public Resources Code.

California Strategic Fire Plan

The 2024 Strategic Fire Plan for California reflects CAL FIRE's focus on (1) fire prevention and suppression activities to protect lives, property, and ecosystem services, and (2) natural resource management to maintain the state's forests as a resilient carbon sink to meet California's climate change goals and to serve as important habitat for adaptation and mitigation. The Strategic Fire Plan for California provides a vision for a natural environment that is more fire resilient; buildings and infrastructure that are more fire resistant; and a society that is more aware of and responsive to the benefits and threats of wildland fire; all achieved through local, state, federal, tribal, and private partnerships (CAL FIRE 2024). Plan goals include the following:

1. Identify and evaluate wildland fire hazards and recognize life, property and natural resource assets at risk, including watershed, habitat, social and other values of functioning ecosystems. Facilitate the collaborative development and sharing of all analyses and data collection across all ownerships for consistency in type and kind.
2. Promote and support local land use planning processes as they relate to: (a) protection of life, property, and natural resources from risks associated with wildland fire, and (b) individual landowner objectives and responsibilities.
3. Support and participate in the collaborative development and implementation of local, county and regional plans that address fire protection and landowner objectives.
4. Increase fire prevention awareness, knowledge and actions implemented by individuals and communities to reduce human loss, property damage and impacts to natural resources from wildland fires.
5. Integrate fire and fuels management practices with landowner/land manager priorities across jurisdictions.
6. Determine the level of resources necessary to effectively identify, plan and implement fire prevention using adaptive management strategies.
7. Determine the level of fire suppression resources necessary to protect the values and assets at risk identified during planning processes.
8. Implement post-fire assessments and programs for the protection of life, property, and natural resource recovery.

California Emergency Services Act

The California Emergency Services Act was adopted to establish the state's roles and responsibilities during human-caused or natural emergencies that result in conditions of disaster and/or extreme peril to life, property, or resources of the state. This act is intended to protect health and safety by preserving the lives and property of the people of the state.

California Natural Disaster Assistance Act

The California Natural Disaster Assistance Act provides financial aid to local agencies to assist in the permanent restoration of public real property, other than facilities used solely for recreational purposes, when such real property has been damaged or destroyed by a natural disaster. The California Natural Disaster Assistance Act is activated after a local declaration of emergency and the California Emergency Management Agency gives concurrence with the local declaration, or after the governor issues a proclamation of a state emergency. Once the act is activated, the local government is eligible for certain types of assistance, depending on the specific declaration or proclamation issued.

California Disaster and Civil Defense Master Mutual Aid Agreement

The California Disaster and Civil Defense Master Mutual Aid Agreement, as provided by the California Emergency Services Act, provides statewide mutual aid between and among local jurisdictions and the state. The statewide mutual aid system exists to ensure that adequate resources, facilities, and other supports are provided to jurisdictions whenever local resources prove to be inadequate for a given situation. Each jurisdiction controls its own personnel and facilities but can give and receive help whenever needed. The OFD participates in these mutual aid, automatic aid and other agreements with CAL FIRE and surrounding fire departments. In some instances, the closest available resource may come from another fire department. San Diego County is located in Mutual Aid Region 6 of the state system, which also includes Imperial, Riverside, San Bernardino, Inyo, and Mono counties.

Local

San Diego County Emergency Plan

The San Diego County Emergency Plan is a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents and nuclear defense operations. The Plan includes operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the source of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies and the private sector.

City of Oceanside Emergency Operations Plan

The City of Oceanside Emergency Operations Plan provides an overview of emergency operational concepts, a system for emergency management organization, and a definition of the responsibilities for all agencies and individuals that have a role in emergency preparedness, response, recover, and/or mitigation in the City. The City EOP provides City specific information that is discussed on a larger scale in the County of San Diego Operational Area Emergency Plan. The City's EOP was designed to follow the Standardized Emergency Management System and National Incident Management System (City of Oceanside 2016).

City of Oceanside General Plan

Public Safety Element

The Public Safety Element identifies hazards, such as earthquakes, fires, and tsunamis, and provides guidance for proper mitigation measures, such as evacuation routes, to ensure safety. Along with long range policies regarding seismic, flooding, and fire hazards, this element also includes a Public Safety Plan. The Public Safety Plan includes maps of indicating areas that have increased susceptibility to these hazards and relocation routes during emergency evacuations. There are no formal policies within this element that are applicable to the proposed Project.

City of Oceanside Municipal Code

Chapter 11, Article II (Fire Prevention)

Chapter 11, Article II (Fire Prevention) adopts the 2022 California Fire Code, as published by the International Code Council, and its amendments as the Fire Code of the City of Oceanside. Chapter 11, Article II of the Municipal Code

was adopted to regulate and govern the safeguarding of life and property from fire and explosion hazards arising from the storage, handling, and use of hazardous substances, materials and devices, and from conditions that are hazardous to life or property in the occupancy of buildings and premises and in the erection, construction, enlargement, alteration, repair, moving, removal, conversion, demolition, equipment use, and maintenance of buildings and structures; and to provide the issuance of permits and collection of fees.

4.17.3 Thresholds of Significance

The significance criteria used to evaluate the proposed Project impacts to wildfire are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. For the purposes of this Project, a significant impact related to wildfire would occur if:

1. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the proposed Project:
    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 proposed 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.

4.17.4 Impacts Analysis

Due to the nature of wildfire impacts, the analysis below is structured to assess the Project's potential effects on wildfire across the entire Project site for all alternatives, rather than at the component-level across the alternatives analysis (i.e., Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities, and Community Plaza Area, Junior Seau Beach Community Center, Junior Seau Amphitheater and Bandshell, and Betty's Lot). This structure and analytical approach assesses the entire Project site and all proposed components/facilities.

Alternative 3, the No Project Alternative, is assessed separately within this analysis for all thresholds because under that alternative existing facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented; therefore, wildfire conditions under this alternative would be different than those assessed in Alternatives 1 and 2.

Threshold 1: Would the proposed Project substantially impair an adopted emergency response plan or emergency evacuation plan?

The City relies upon the City of Oceanside Emergency Operations Plan (EOP) and the San Diego County Operational Area Emergency Plan. The City of Oceanside Emergency Operations Plan establishes a system for coordinating the prevention, preparedness, response, recovery, and mitigation phases of emergency management in the City of Oceanside. The plan defines responsibilities, establishes an emergency organization, defines lines of communication and is part of the statewide Standardized Emergency Management System (SEMS) and the federal National Incident Management System (NIMS). The proposed Project alone does not have the capability to impar

or physically interfere with the City's Emergency Operations Plan such that defined responsibilities, established emergency organization, or defined lines of communication are impacted.

The County's Emergency Operations Plan describes a comprehensive emergency management system which provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the sources of outside support which might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies, and the private sector. The proposed Project would not impair implementation of or physically interfere with the plan's mutual aid agreements, planned responses to disaster situations, or components of the Emergency Management Organization.

Although the proposed Project site is located in proximity to an emergency operation center identified in the City's EOP, the proposed Project site would not interfere or hinder access to the emergency operations center. As described above, the proposed Project site is located within 2 miles of a Very High Fire Hazard Severity Zone in the Local Responsibility Area (CAL FIRE 2025). Proposed Project implementation would involve updates to city owned facilities including the Pier View Way Bridges (Pier Bridges) and Lifeguard Headquarters, the Junior Seau Beach Community Center, the Junior Seau Amphitheater and Bandshell, and Parking Lot No. 30 (Betty's Lot). All proposed Project components would be built to comply with the most recent California Building Standards Code. Final site plans for the proposed Project would be subject to review by the Oceanside Fire Department, prior to proposed Project development. Additionally, the Lifeguard Headquarters is considered an essential facility. As mentioned in Section 4.6, Geology and Soils, proposed Project-related construction to the Pier View Way Bridge, Lifeguard Facilities, and Junior Seau Amphitheater and Bandshell would improve the condition of these features and make them more structurally stable. Given the proposed Project is updating and expanding city owned facilities, but not constructing new facilities, there would be no impact to existing emergency access to the proposed Project which can be accessed via North Pacific Street.

The proposed Project would not require the full closure of any public or private streets or roadways during construction or operations and would not impede access of emergency vehicles to the proposed Project site or any surrounding areas. Additionally, prior to full closure of both bridges, site preparation would also include constructing the temporary municipal wooden pier access structure (Figure 3-27.1) and setting up the exclusionary fencing around the construction areas. Further, the proposed Project would provide all required emergency access in accordance with the requirements of the Oceanside Fire Department, as was detailed in Section 4.13, Public Services and will be detailed in Chapter 4.14, Traffic and Circulation. The proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan and, therefore, impacts are determined to be **less than significant**.

Alternative 3: No Proposed Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the enhancements, renovations, or reconstructions would be implemented. Given no reconstruction or renovations would take place, no private or public roads would be affected, meaning that emergency personnel would still have the same amount of access to the proposed Project site. Therefore, impacts associated with adopted emergency response plan or emergency evacuation plan would be determined to be **no impact.**

Threshold 2: Due to slope, prevailing winds, and other factors, would the proposed Project exacerbate wildfire risks, and thereby expose proposed Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

As described above, the proposed Project site is a relatively flat property located within 2 miles of a VHFHSZ (Figure 4.17-1). Proposed Project implementation would involve updates to city owned facilities including the Pier Bridges and Lifeguard Headquarters, the Junior Seau Beach Community Center, the Junior Seau Amphitheater and Bandshell, and Betty's Lot. As described above, the areas surrounding the proposed Project includes a beach, the Pacific Ocean, and developed areas. As such the proposed Project does not feature or include factors that would exacerbate wildfire risks. All proposed Project components would be built to comply with the most recent California Building Standards Code which include standards for building materials in the exterior design and construction of new buildings located within a fire hazard area. Final site plans for the proposed Project would be subject to review by the Oceanside Fire Department, prior to proposed Project development.

Wildfire hazards in southern California are at their greatest when Santa Ana winds—hot, dry, northeasterly winds—are blowing, usually in autumn. The risk of wildfire during Santa Ana is offset by the irrigation and maintenance of the landscaping, compliance with the CBC and CFC as adopted by the City.

The site plans and emergency access for the proposed Project would be reviewed by the Oceanside Fire Department and would be following the applicable Fire Code. Due to existing development in the vicinity, the relatively flat topography of the site and lack of slopes that would exacerbate fire risk, and updated building standards as part of the development, implementation of the proposed Project is not expected to exacerbate wildfire risks and thereby expose proposed Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, impacts would be **less than significant**.

Alternative 3: No Proposed Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the enhancements, renovations, or reconstructions would be implemented. These facilities would continue to be used under their existing conditions (see Section 3.2, Existing Facilities and Section 3.4.3, Alternative 3 of the Project Description). There would be no physical change to the fire protection environment under the no proposed Project alternative, including no on-site facility updates or improvements consistent with current codes and regulation. Given there would be no change, there would not be any new sources or features that would expose proposed Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, **no impact** would occur.

Threshold 3: Would the proposed Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The project would require upgrading existing utility infrastructure available at the proposed Project site, including electrical and water utilities and pedestrian infrastructure (walkways), which are further discussed in Section 4.16, Utilities and Service systems. These upgrades include the installation of a new transformer and an emergency backup generator. The project would not require installation of new roads, emergency water sources, power lines, or any overhead utility lines. Due to the project location surrounded by the beach, the Pacific Ocean, and development, fuel breaks are not required. Construction of all improvements would be required to be in conformance with the California Building Code (which includes the California Fire Code). The proposed Project,

through both construction and operation, would introduce potential ignition sources to the Project site, including the use of heavy machinery and the potential for sparks during welding activities or other hot work. Additionally, the upgraded electrical components (including the transformer and the portable back-up generator) may pose a risk of fire. Although the Project's fire risk is considered low, the potential to exacerbate fire risk could occur during construction, and operation. However, the Project would comply with CFC Chapter 33 Fire Safety During Construction and Demolition designating fire safety measures to reduce the possibility of fires during construction activities. CFC Chapter 33 includes the following measures: fire watch/fire guards during hot works and heavy machinery activities, spark arresters on all equipment, requiring fire access during construction, water supply via hose lines attached to hydrants or a water tender pursuant to Oceanside Fire Department requirements, red flag period restrictions, required on-site fire prevention resources, and others. Regarding the upgraded electrical equipment, the new transformer would be constructed on concrete foundation structures or steel skids and tested prior to use to ensure safe operations and avoid fire risks. Additionally, the transformer located on site would be equipped with coolant that is biodegradable and contains no polychlorinated biphenyls or other toxic compounds, This would reduce the risk of a fire starting as a result of the transformer and prevent toxic compounds from having the potential to impact the environment.

During operation all facilities would be required to be in accordance with appropriate codes including the California Building, Electrical, and Fire Code requirements. Additionally, these improvements would be constructed within the project site boundary. The project would not require the installation or maintenance of such infrastructure which would exacerbate fire risk, and therefore, impacts are determined to be **less than significant**.

Alternative 3: No Proposed Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the enhancements, renovations, or reconstructions would be implemented. These facilities would continue to be used under their existing conditions (see Section 3.2, Existing Facilities and Section 3.4.3, Alternative 3 of the Project Description). Given there would be no enhancements, impacts associated with 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, would be determined to be **no impact.**

Threshold 4: Would the proposed Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

As described previously, while the proposed Project site is located within 2 miles of a VHFHSZ, the proposed Project would not exacerbate fire risk on the proposed Project site due to the already developed condition, the relatively flat topography of the site, the improvements would comply with all applicable fire code requirements, and given that the pier is surrounded by a beach and the Pacific Ocean. As mentioned in Section 4.6, Geology and Soils, the coastal bluff slopes below North Pacific Street, which make up a small portion of the Project site, have not historically been susceptible to landslides and are expected to be globally stable. Additionally, the coastal bluffs would be modified as part of the proposed Project and retaining walls would be proposed along cuts. Due to the proposed Project site location and topography, the proposed Project would not be subject to nor expose others to downhill flooding or landslides resulting from a fire in the proposed Project area. Additionally, as discussed in Section 4.9, Hydrology and Water Quality, the proposed Project would not substantially alter the existing drainage pattern of the Project site or area. The proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, impacts are determined to be **less than significant**.

Alternative 3: No Proposed Project Alternative

Under this alternative, the existing facilities would remain in their existing condition with none of the enhancements, renovations, or reconstructions would be implemented. Given no reconstruction or renovations would take place, the proposed Project would not be subject to nor expose others to downhill flooding or landslides resulting from a fire in the proposed Project area. Therefore, impacts associated with exposing 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 would be determined to be **no impact.**

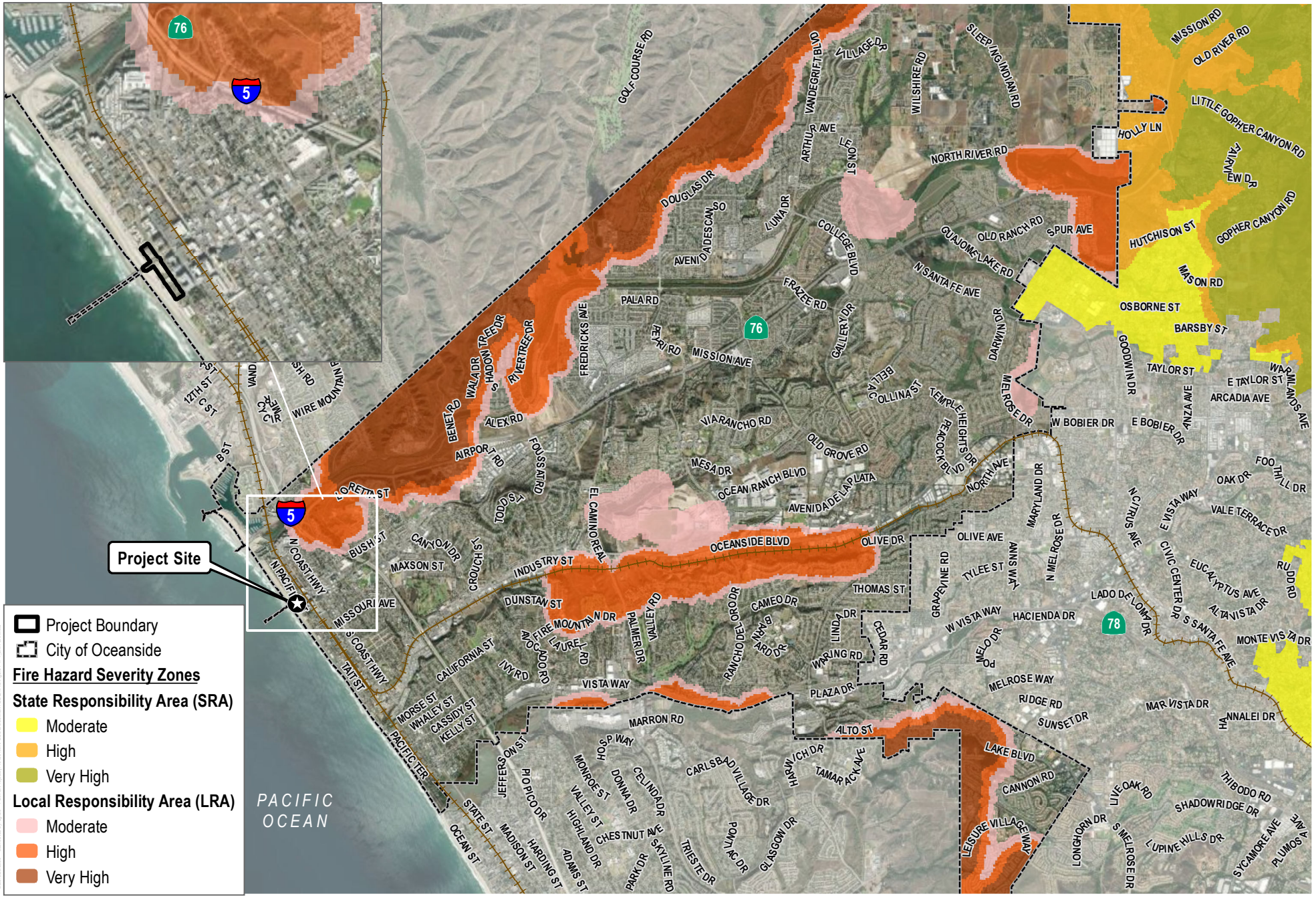
4.17.5 Mitigation Measures

No significant impacts related to wildfire were identified; thus, no mitigation measures are required.

4.17.6 Level of Significance After Mitigation

As analyzed above, no significant impacts related to wildfire were identified; thus, no mitigation measures are required. Impacts related to wildfire as a result of proposed Project implementation would be **less than significant**.

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SOURCE: CALFIRE 2025; SANGIS 2023, 2025

DUDEK

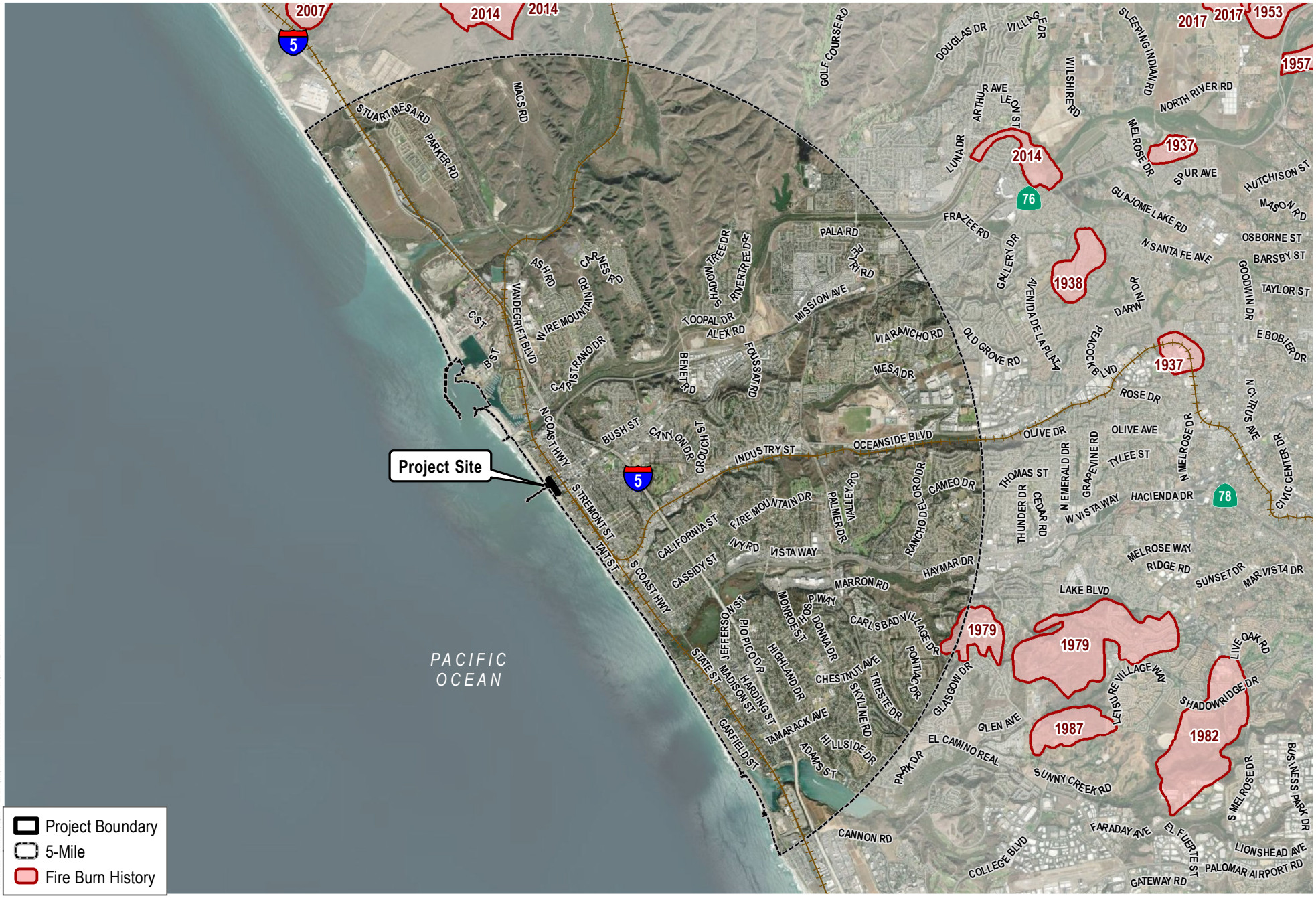
0 1 2 Miles

FIGURE 4.17-1

LRA and SRA

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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SOURCE: CALFIRE 2024; SANGIS 2023, 2025

DUDEK

0 1 2 Miles

FIGURE 4.17-2

Fire History

Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities Phase II

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5 Effects Found Not to Be Significant

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires that an environmental impact report (EIR) briefly describe potential environmental effects that were determined not to be significant and therefore were not discussed in detail in the programmatic EIR (PEIR). The environmental issues discussed in the following sections are considered less than significant and do not require mitigation. The reasons for the no impact conclusions are discussed below.

5.1 Agriculture and Forestry Resources

The significance criteria used to evaluate the Project impacts to agriculture and forestry resources are based on Appendix G of the CEQA Guidelines. For the purposes of this Project, a significant impact related to agriculture and forestry resources would occur if the Project would:

1. 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.
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract.
3. 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)).
4. Result in the loss of forest land or conversion of forest land to non-forest use.
5. 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.

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

The Project site has been developed and does not include and is not adjacent to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. According to the State Farmland Mapping and Monitoring Program, the site is designated as Urban and Built-up Land (DOC 2022). As such, the proposed Project would have **no impact** to the above-referenced farmland resources.

Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The Project site consists of four City-owned facilities including the Pier View Way Bridges (Pier Bridges) and Lifeguard Headquarters, the Junior Seau Beach Community Center, the Junior Seau Amphitheater and Bandshell, and Parking Lot No. 30 (Betty's Lot). The Project site is not used for agricultural purposes. The City's Zoning Ordinance designates the Project site D-15 – Downtown District, Subdistrict 15, corresponding with the General Plan designation of Downtown (D). The proposed Project would be consistent with the City's D-15 zoning designation for the Project site, subject to obtaining entitlements from the City. As described previously, according to the State Farmland Mapping and Monitoring Program, the site is designated as Urban and Built-up Land (DOC 2022). In addition, the City of Oceanside General Plan does not identify any active Williamson Act contracts, let alone a

Williamson Act contract applicable to the project site (City of Oceanside 2002). Therefore, the project would result in **no impact** as it relates to the above significance threshold.

Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The Project site does not contain any timber or forest resources and does not meet the criteria for forest land or timberland as defined in the above significance threshold. The areas surrounding the Project site are largely urban and fully developed. Adjacent land uses include commercial properties to the east, commercial and residential properties to the north and south, and the Pacific Ocean to the west. The Oceanside Municipal Pier (wooden portion) is directly to the west of the Project site. None of the adjacent land uses support timber or forest lands; they are not zoned for timberland. Additionally, the U.S. Department of Agriculture's Forest Service Forest Finder does not identify any forest lands within the project site or surrounding areas (USDA 2022). Therefore, the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland, and **no impact** would occur.

Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

Please refer to the response to Threshold (c) above. There are no forest lands on the Project site or within the Project vicinity. The proposed Project does not involve activities that would result in the loss of forest land or conversion of forest land to non-forest use. Therefore, the Project would have **no impact** as it relates to the above threshold.

Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Please refer to the responses to Thresholds (a) through (d) above. As no agricultural farmland or forest land resources are located on or in the vicinity of the Project site, and the proposed Project would not involve other changes in the existing environment that, due to their location or nature, could result in the conversion of farmland to nonagricultural use or the conversion of forest land to non-forest use, the proposed Project would have **no impact** related to the conversion of Farmland or forest land.

5.2 Mineral Resources

The significance criteria used to evaluate the Project impacts to mineral resources are based on Appendix G of the CEQA Guidelines. For the purposes of this Project, a significant impact related to mineral resources would occur if the Project would:

1. 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.
2. 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.

Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

As mandated by the Surface Mining and Reclamation Act of 1975, the California State Mining and Geology Board classifies the state's mineral resources with the Mineral Resource Zone system. This system includes identification of presence/absence conditions for meaningful sand and gravel deposits. The Project site is located within Mineral Resource Zone 3, which is designated as areas containing mineral deposits, the significance of which cannot be evaluated from available data (DOC 2017).

According to the Environmental Resource Management Element of the City's General Plan, there are two major areas of mineral deposits within the City: one containing construction-quality sand suitable for concrete and plaster, and the other containing silica sand primarily used in glass manufacturing (City of Oceanside 2002). According to the Land Use Element of the City's General Plan, the Project site is not within a designated mineral resource area (City of Oceanside 2002). As the Project site is not within the location of a known mineral resource that would be of value to the region and the residents of the state, the proposed Project would have **no impact** as it relates to the loss of availability of that resource.

Would the Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Please refer to the response to Threshold (a) above. The Project site is not within a locally important mineral resource recovery area identified by the General Plan or other local land use planning documents (City of Oceanside 2002). As the Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local General Plan, Specific Plan, or other land use plan, **no impact** would occur.

5.3 Population and Housing

The significance criteria used to evaluate the Project impacts to population and housing are based on Appendix G of the CEQA Guidelines. For the purposes of this Project, a significant impact related to population and housing would occur if the Project would:

1. 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).
2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The purpose of the proposed Project is to address needed improvements to the full suite of public facilities, including the Pier Bridges and Lifeguard Headquarters, the Junior Seau Beach Community Center, the Junior Seau Amphitheater and Bandshell, and Betty's Lot, and provide for their continued long-term availability as a public resource. Although the proposed Project would generate a limited number of short-term construction jobs, these jobs would most likely be accommodated within the regional workforce and would not require substantial permanent relocation of workers. The proposed Project does not include residential uses or improvements to off-site infrastructure such as a roadways or utilities that could indirectly induce population growth. The proposed

Project would not extend roads or require procurement of additional water supplies that could result in indirect population growth. As such, the proposed Project would have **no impact** on population and housing. See Chapter 7, Other CEQA Considerations, for additional information about growth inducement.

Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The Project site does not include residential land uses and does not include any new uses that would displace existing housing or people, necessitating the construction of replacement housing. The proposed Project does not include any new uses that would displace existing housing or people, necessitating the construction of replacement housing. Therefore, the proposed Project would have **no impact** as it relates to the displacement of people or housing.

6 Cumulative Effects

6.1 Introduction

The California Environmental Quality Act (CEQA) requires an environmental impact report (EIR) to include an analysis of cumulative impacts. The purpose of this section of the Draft Programmatic EIR (PEIR) is to explain the methodology for the cumulative analyses and present the potential cumulative effects of the Pier View Way Bridges and Lifeguard Headquarters and Beachfront Phase II Project (proposed Project or Project).

Section 15355 of the CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Section 15130 of the CEQA Guidelines provides guidance for analyzing significant cumulative impacts in a PEIR. The discussion of cumulative impacts "need not provide as great detail as is provided for the effects attributable to the project alone," but instead is to be "be guided by standards of practicality and reasonableness" (Guidelines Section 15130[b].) The discussion should also focus only on significant effects resulting from the project's incremental effects and the effects of other projects. According to Section 15130(a)(1), "an EIR should not discuss impacts which do not result in part from the project evaluated in the EIR."

Cumulative impacts can result from the combined effect of past, present, and future projects located in proximity to the project under review. Therefore, it is important for a cumulative impacts analysis to be viewed over time and in conjunction with other related past, present, and reasonably foreseeable future developments whose impacts might compound or interrelate with those of the project under review.

6.2 Methodology

According to Section 15130(b)(1) of the CEQA Guidelines, a cumulative impact analysis may be conducted and presented by either of two methods:

A. a list of past, present, and probable activities producing related or cumulative impacts; or
B. a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

Due to the differing nature of cumulative effects and the associated cumulative study areas for each environmental topic, the approach method utilized is discussed in each section below.

6.3 Cumulative Projects

Based on information provided by the City of Oceanside (City), a list of cumulative projects under consideration for this analysis is presented in Table 6-1.

Table 6-1. Cumulative Projects

Project Name	Type of Development	Project Description	Status	Previous CEQA Documentation and Potentially Significant Impacts
Coast Highway Corridor Design	Capital Improvement Program	This project will create a "Complete Street" along a section of Coast Highway from Neptune Way, south to Oceanside Boulevard.	Design	EIR (2019) – SCH # 2016051078: Air Quality, Biological Resources, Cultural Resources, Greenhouse Gas Emissions, Noise, Hazards and Hazardous Materials, and Transportation
Crown Heights Rehabilitation	Capital Improvement Program	The project consists of the preparation of plans for the rehabilitation of the Crown Heights Community Resource Center Building.	Construction	*
City-wide Playground Replacements: Tyson Playground & S. Pier Playground	Capital Improvement Program	The project provides for replacement of 17 play structures throughout the City including but not limited to Tyson & S. Pier Playground	Study	*
Junior Lifeguard Headquarter and Restroom	Capital Improvement Program	The project includes construction of a Junior Lifeguard Headquarters and restroom replacement. The current Junior Lifeguard Program operates from multiple facilities, and it is necessary to consolidate the operations for better functionality and efficiency.	Study	*
Harbor Building MSU Renovations	Capital Improvement Program	Addition of a new building in the harbor to accommodate Marine Safety Unit (MSU) staff and their 24/7 housing needs.	Study	*
Cassidy Street Pedestrian Bridge	Capital Improvement Program	The concrete bridge structure that spans Cassidy Street between Myers Street and Pacific Street was constructed in 1927, the same year as the concrete portion of the Oceanside Pier.	Study	*
Buccaneer Park Improvements	Capital Improvement Program	This Measure X project provides for improvements to Buccaneer Park including a new restroom and new cafe building.	Design	*
Ron Ortega Dog Facility	Capital Improvement Program	The Ron Ortega Dog Facility includes development of up to 2.8 acres of vacant,	Design	*

Table 6-1. Cumulative Projects

Project Name	Type of Development	Project Description	Status	Previous CEQA Documentation and Potentially Significant Impacts
		unprogrammed, and under-utilized space. It is anticipated to include separate off-leash, fenced pens for large and small dogs to run and play freely, and will also include seating, shade structure(s), and drinking fountains for both dogs and humans.		
Ron Ortega Little League Improvements	Capital Improvement Program	No information available		*
Cleveland Storm Drain	Capital Improvement Program	This project provides for the installation of new storm drain facilities and replacement of failing corrugated metal pipes.	Design	Notice of Exemption (NOE) under Section 15301, Class 1, “Existing Facilities" of the CEQA Guidelines.
Crown Heights Lighting	Capital Improvement Program	The project consists of the preparation of plans for the rehabilitation of the Crown Heights Community Resource Center Building. The proposed repairs consist of restroom repairs, roofing, plumbing, electrical, lighting, and fire suppression.	Design	*
Coastal Rail Trail: Oceanside to Morse	Capital Improvement Program	This project provides for the design of the missing of the Coastal Rail Trail between Oceanside Blvd to Morse Street.	Design	IS / MND (2021) – SCH # 2021060094: Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Tribal Cultural Resources, and Utilities and Service Systems
Downtown Water and Sewer Phase 2	Capital Improvement Program – Water Utilities	The City of Oceanside is replacing aged water and sewer pipelines in the downtown area. Many of the pipelines in downtown were installed in the 50s, 60s, and 70s and are in need of replacement or are undersized to meet the area’s needs. The city has identified pipelines in need of replacing from inspections and	Construction	*

Table 6-1. Cumulative Projects

Project Name	Type of Development	Project Description	Status	Previous CEQA Documentation and Potentially Significant Impacts
		computer modeling of the systems to determine which lines are most critical to replace. Construction is planned to begin in mid to late-2024 and be complete in one year.		
Buccaneer Lift Station	Capital Improvement Program – Water Utilities	The Buccaneer Sewer Lift Station and Force Main Project will optimize and enhance the City's wastewater system by redirecting sewage flows from the aging La Salina Wastewater Treatment Plant to the existing San Luis Rey Water Reclamation Facility for treatment and injection into the Mission Groundwater Basin. The purpose of the project is to increase the local production of potable and recycled water to enhance supply reliability and reduce imported water purchases. The additional flows will support the production of up to 6,720 acre-feet per year of full advanced treated water that will be injected into the basin. Also, the increased flows will increase the amount of digester gas produced that is converted to electricity and heat for use at the plant.	No information available	*
Loma Alta Slough Wetland Restoration	Capital Improvement Program – Water Utilities	The City has designed a wetland restoration and enhancement project for the Loma Alta Slough in south Oceanside located near Buccaneer Beach. The project will expand and create coastal wetlands to provide high quality habitat for coastal wildlife and improve water quality. The project also creates new recreational nature trails to improve coastal access.	No information available	IS / MND (2021) SCH # 2021030344: Biological Resources, Cultural Resources, Geology and Soils, and Hazards and Hazardous Materials
Loma Alta Creek Sewer Replacement Project	Capital Improvement Program – Water Utilities	No information available	No information available	*

Table 6-1. Cumulative Projects

Project Name	Type of Development	Project Description	Status	Previous CEQA Documentation and Potentially Significant Impacts
RE-BEACH (Sand Replenishment/Nourishment Project)	Capital Improvement Program	Coastal Resilience Design Competition that brought together three design teams to develop innovative sand retention pilot projects for the City.	Design	*
Coast Highway (Hill Street) Bridge Replacement Project	Capital Improvement Program	The proposed project involves the replacement and demolition of the existing structurally deficient Coast Highway Bridge (Bridge No. 57C0322) over the San Luis Rey River with a new concrete bridge. The new bridge would meet current applicable City, American Association of State Highway and Transportation Officials, Federal Highway Administration, and Caltrans design standards.	Design	IS / MND (2025) - SCH # 2024100243: Biological Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, and Tribal Cultural Resources
Blocks 5 & 20 Mixed Use	Mixed-Use Residential	The project proposes a 373-unit mixed-use infill development, including 38 units for low-income households, on two downtown city blocks. In addition to providing housing, the project includes approximately 4,086 sf of ground floor commercial with adjacent outdoor spaces.	No information available	*
Vista Bella Mixed Use	Mixed-use Residential	The proposed project is a request for the demolition of an existing two-story office building and the construction of a six-story mixed-use development consisting of 73 apartments, four live work units, and 688 square feet of ground floor commercial space on 1.7-acre site located generally at 503 Vista Bella.	Approved	NOE under Section 15332, Class 32, “Infill Development Projects" of the CEQA Guidelines.
North Oceanside Dunes Restoration Project	Restoration	The project includes hand installation of biomimicry tools (4-foot sand fencing and 12-inch cedar shims) and native dune plants to facilitate sand deposition and create dune habitat, symbolic fencing and signage to minimize unauthorized encroachment, and public communication and outreach to	Construction	NOE under Section 15333, Class 33, “Small Habitat Restoration Projects" of the CEQA Guidelines.

Table 6-1. Cumulative Projects

Project Name	Type of Development	Project Description	Status	Previous CEQA Documentation and Potentially Significant Impacts
		encourage the public to provide space for native habitat growth.		
Eddie Jones Warehouse Manufacturing and Distribution Facility Project	Industrial	The proposed project includes development of a new 566,905 square-foot warehouse and distribution facility on the 31.79-acre project site. The proposed warehouse and distribution facility would consist of 369,415 square feet of warehouse area, 158,320 square feet of manufacturing space and 39,170 square feet of office area designated as a single building that could support multi-tenant occupancies.	Approved	EIR (2024) – SCH # 2022070365: Air Quality, Biological Resources, Cultural Resources, Transportation, and Tribal Cultural Resources
Oceanside Transit Center Redevelopment	Mixed-use Residential	The project involves the demolition of existing structures and construction of a mixed-use transit-oriented community in accordance with the proposed Oceanside Transit Center Specific Plan. On-site development would include the following: 547 residential apartment units and associated amenities; a boutique hotel, including 170 rooms and associated amenities; 64,085-square foot NCTD Headquarters building; 7,427-square foot modern intermodal transportation center with ancillary facilities; 29,196 square feet of retail and food and beverage service; and up to 1,868 parking stalls for public and private use.	Design	EIR (2024) – SCH # 2023010231: Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, Transportation, and Public Services

Note: * Project has not initiated the environmental analysis and documentation phase, or no environmental documentation was found.

6.4 Cumulative Impact Analysis

6.4.1 Aesthetics

Projects contributing to a cumulative aesthetic impact include those within the project viewshed. The viewshed encompasses the geographic area within which the viewer is most likely to observe the proposed project and surrounding uses. Typically, this is delineated based on topography, as elevated vantage points, such as from scenic vistas, offer unobstructed views of expansive visible landscapes. Cumulative aesthetic impacts would occur if projects combined to result in substantial adverse impacts to the visual quality of the environment and/or to increase sources of substantial lighting and glare.

As described in Section 4.1, Aesthetics, the proposed Project would not conflict with applicable zoning or other regulations governing scenic quality. The proposed Project, including its alternatives, is consistent with the City's Zoning Regulations, General Plan land use designation, Local Coastal Program, as well as the California Coastal Act relating to scenic quality. Furthermore, the proposed Project would not result in significant changes of or impacts to existing visual resources. Implementation of Project improvements would not block existing views or public vantage points of visual resources identified in the City's General Plan and General Plan Update. Due to distance, intervening terrain, landscaping, and existing development, the Project site is not visible from a state scenic highway. Therefore, the Project would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The proposed Project would not create any new sources of substantial light or glare that would adversely affect day or nighttime views in the area. Through compliance with the City's Municipal Code, Zoning Ordinance, and CALGreen Building Standards which will be required as a condition of Project approval, impacts related to light and glare would be **less than significant.**

The Blocks 5 & 20 mixed-use residential project is the closest cumulative project to the proposed Project, located approximately 280 feet northeast of the proposed Project along Myers Street and adjacent to Pier View Way. The development of the Blocks 5 & 20 cumulative project and the proposed Project would result in a visual change to the immediate area, with the redevelopment of existing public facilities and new development of new mixed-use residential buildings. The Blocks 5 & 20 cumulative project would occur on undeveloped lots that are currently used for surface parking. The cumulative project proposes 373 residential units and mixed-use infill development on two downtown City blocks. The proposed mixed-use buildings would be seven to eight stories tall. However, both the proposed Project and Blocks 5 & 20 cumulative project are surrounded by existing development in an urban area of the City with commercial, residential, hospitality, and public facility uses. Development of the Blocks 5 & 20 cumulative project would be visually consistent with multi-story urban uses and development surrounding its site. The proposed Project involves the redevelopment of public facilities that would occur at each of their corresponding existing locations. While modifications to these facilities massing and footprints are possible, these modifications would be consistent with the City's applicable development regulations under Article 12 of its Zoning Ordinance. Similar to the proposed Project, cumulative projects are required to participate in the City's design review process, which includes both review of the proposed landscaping plan and a consistency finding with regard to proposed building design, mass, bulk, and height in the context of the existing landscaping. Furthermore, none of the cumulative projects listed in Table 6-1 underwent CEQA review identifying potentially significant impacts related to aesthetics.

Since the proposed Project would have no substantial impact on a scenic vista or City-protected scenic resource, would not adversely impact the visual character of the area, would not introduce a substantial new source of lighting or glare, and no mitigation measures are required to address aesthetic impacts, the potential for a cumulatively

considerable aesthetic impact in combination with past, present, or reasonably foreseeable project would not occur. Therefore, cumulative impacts related to aesthetics would be **less than significant**.

6.4.2 Air Quality

Air pollution is largely a cumulative impact and is cumulatively evaluated based on the air basin. The nonattainment status of regional pollutants is a result of past and present development, and San Diego Air Pollution Control District develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. The San Diego Air Basin has been designated as a federal nonattainment area for ozone, and a state nonattainment area for ozone and particulate matter (particulate matter less than or equal to 10 microns in diameter [PM_{10}] and particulate matter less than or equal to 2.5 microns in diameter [$PM_{2.5}$]). PM_{10} and $PM_{2.5}$ emissions associated with construction generally result in near-field impacts.

The nonattainment status is the result of cumulative emissions from all sources of these air pollutants and their precursors within the San Diego Air Basin. As noted in Table 6-1, the following cumulative projects were found to have potentially significant impacts related to air quality: Coast Highway Corridor Design and Eddie Jones Warehouse Manufacturing and Distribution Facility. The Coast Highway Corridor Design project EIR found that the project would result in significant and unavoidable air quality impacts after implementation of mitigation measures. The Eddie Jones Warehouse Manufacturing and Distribution Facility project EIR found less than significant air quality impacts after implementation of mitigation measures.

However, as outlined in Section 4.2, Air Quality, the emissions of all criteria pollutants from the proposed Project's construction would be below the significance levels; this considers all of the alternatives under the proposed Project. Operational emissions generated by the Project would not result in emissions that exceed significance thresholds for any criteria air pollutant. Furthermore, the proposed Project would not contribute to significant health effects associated with this pollutant. PM_{10} and $PM_{2.5}$ would not contribute to potential exceedances of the NAAQS or CAAQS for particulate matter, would not obstruct the SDAB from coming into attainment for these pollutants, and would not contribute to significant health effects associated with particulates. It was also determined that the proposed Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. As such, the Project would result in **less-than-significant impacts** to air quality.

Regarding long-term cumulative operational emissions in relation to consistency with local air quality plans, the State Implementation Plan (SIP) and Regional Air Quality Standard (RAQS) serve as the primary air quality planning documents for the state and San Diego Air Basin, respectively. The SIP and RAQS rely on San Diego Association of Governments (SANDAG) growth projections based on population, vehicle trends, and land use plans developed by the cities and by San Diego County as part of the development of their general plans. Therefore, projects that propose development that is consistent with the growth anticipated by local plans would be consistent with the SIP and RAQS and would not be considered to result in cumulatively considerable impacts from operational emissions. As discussed in Section 4.2, Air Quality, the proposed Project is consistent with the SANDAG growth projections. Thus, it would be consistent at a regional level with the underlying growth forecasts in the SIP and RAQS. For these reasons, the proposed Project would not result in a potentially significant air quality impact.

Considering the analysis above, the proposed Project would not measurably contribute to potential air quality impacts identified for the projects listed in Table 6-1. As a result, the proposed Project would not result in a

cumulatively considerable contribution to air quality, and cumulative impacts for construction and operation would be **less than significant** for the proposed Project.

6.4.3 Biological Resources

The cumulative biological study area is the area covered by the Oceanside Subarea Plan (City of Oceanside 2010). As noted in Table 6-1, the following cumulative projects were found to have potentially significant impacts related to biological resources: Coast Highway Corridor Design, Coastal Rail Trail: Oceanside to Morse, Loma Alta Slough Wetland Restoration, Coast Highway (Hill Street) Bridge Replacement, Eddie Jones Warehouse Manufacturing and Distribution Facility, and Oceanside Transit Center Redevelopment. CEQA documentation prepared for these cumulative projects found that these projects would result in less-than-significant impacts related to biological resources after implementation of mitigation measures; no biological resources impacts were found to be significant and unavoidable. In general, mitigation measures for these cumulative projects are of similar nature to those identified for the proposed Project. They primarily cover construction activities; conducting surveys for nesting birds, biological monitoring, and installation of temporary exclusion fencing.

As concluded in Section 4.3, Biological Resources, the proposed Project would result in no direct impacts to special-status plant or wildlife species would occur; therefore, the proposed Project, inclusive of its alternatives, would not measurably contribute to any cumulative sensitive-species impacts. Indirect impacts of the proposed Project would be mitigated to **less than significant with mitigation incorporated** through implementation of **Mitigation Measure (MM) BIO-1** and **MM-BIO-2,** which require nesting bird surveys and the installation of temporary fencing. The Project would also implement standard best management practices, which would avoid contributions toward a cumulative indirect impact to special-status wildlife species and sensitive habitats. These mitigation measures and regulatory requirements are of similar nature to those identified for cumulative projects. As with all cumulative projects listed in Table 6-1, the Project would be required to comply with the California Fish and Game Code and Migratory Bird Treaty Act to avoid impacts to nesting birds. Therefore, the Project, in combination with projects identified in Table 6-1 and when evaluated in a cumulatively considerable context, is not anticipated to result in significant cumulative impacts to regional biological resources. Cumulative impacts related to biological resources would be **less than significant**.

6.4.4 Cultural Resources

According to CEQA, the importance of cultural resources comes from their research value and the information they contain. By preserving and protecting these cultural resources the loss of valuable historical and cultural elements can be prevented that contribute to the understanding of a community's heritage. The cumulative study area includes the project area of potential effect and cumulative project sites. As noted in Table 6-1, the following cumulative projects were found to have potentially significant impacts related to cultural resources: Coast Highway Corridor Design, Coastal Rail Trail: Oceanside to Morse, Loma Alta Slough Wetland Restoration, Eddie Jones Warehouse Manufacturing and Distribution Facility, and Oceanside Transit Center Redevelopment. CEQA documentation prepared for these cumulative projects found that these projects would result in less-than-significant impacts related to cultural resources after implementation of mitigation measures; no cultural resource impacts were found to be significant and unavoidable. In general, mitigation measures for these cumulative projects are of similar nature to those identified for the proposed Project. These measures primarily cover localized construction activities specific to the project site, outlining procedures for unanticipated finds, resource monitoring, and worker awareness training.

As identified in Section 4.4, Cultural Resources, three historical resources or historic properties were identified within the Project site. Under the proposed Project, the Pier View Way Bridge, Lifeguard Headquarters, and Junior Seau Amphitheater and Bandshell would be replaced in-kind, and the Junior Seau Beach Community Center would undergo renovations and improvements. Under the proposed Project, these features would continue to be used for the same purposes they have been used for prior to Project implementation. Because these features have reached the end of their useful lives, the proposed Project would extend their use, allowing these features to retain their historical significance. Thus, a **less-than significant-impact** to historic resources would occur with implementation of the proposed Project.

As described in Section 4.4, Cultural Resources, there is a moderate potential that construction will impact buried resources, though they are likely disturbed. As such, to ensure the Project development would not result in potential impacts to cultural resources, the Project will implement mitigation measure **MM-CUL-1**, cultural monitoring during initial ground disturbing activities. Should monitoring of initial ground disturbance determine that there is low potential for identifying cultural resources, such as excavations reaching geological formations, the monitoring program should be reduced or terminated. Should cultural resources or human remains be encountered during construction, the implementation of **MM-CUL-2** and **MM-CUL-3** would ensure that the resources are properly managed. Implementation of these mitigation measures would ensure that the potential impacts to archaeological resources would remain **less than significant with mitigation incorporated**. These mitigation measures and regulatory requirements are of similar nature to those identified for cumulative projects.

All significant cultural resource-related impacts associated with cumulative projects would be mitigated on a project-by-project basis. Therefore, the Project, in combination with projects identified in Table 6-1 and when evaluated in a cumulatively considerable context, is not anticipated to result in significant cumulative impacts to regional cultural resources. Cumulative impacts related to cultural resources would be **less than significant**.

6.4.5 Energy

Potential cumulative impacts on energy would result if the proposed Project, in combination with past, present, and future projects, would result in the wasteful or inefficient use of energy within the San Diego region. This could result from development that would not incorporate sufficient building energy-efficiency features, would not achieve building energy-efficiency standards, or would result in the unnecessary use of energy during construction and/or operation. The cumulative projects within the areas serviced by the energy service providers would be applicable to this analysis; this includes existing aging structures that are energy inefficient. Projects that include development of large buildings or other structures that would have the potential to consume energy in an inefficient manner would have the potential to contribute to a cumulative impact. None of the cumulative projects listed in Table 6-1 underwent CEQA review identifying potentially significant impacts related to energy.

As described in Section 4.5, Energy, the proposed Project, including its alternatives, would not result in significant environmental impacts due to wasteful, inefficient, or unnecessary use of energy. Energy consumption during project operation would be commensurate with typical commercial projects and would not use energy wastefully or inefficiently. The proposed Project would implement sustainability design features, including high efficiency fixtures associated with mechanical and plumbing, utilization of LED bulbs with auto dimming functions and daylight harvesting systems to accommodate on-site energy demand as required by the City of Oceanside Zoning Ordinance Article 30, Section 3047; and drought-tolerant landscaping and water-efficient irrigation systems. Additionally, any future development facilitated by the Project would be required to adhere to all federal, state, and local requirements. The proposed Project is not going to facilitate future development, except potentially for Betty's Lot.

The surrounding area is fully developed and any development proposed would be consistent with the City's General Plan and accounted for in the local and regional growth projections. Future development associated with Betty's Lot would require additional project-level CEQA review that would review potential energy impacts. Considering these requirements, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy during construction. The energy consumption during project construction would be commensurate with typical construction projects and would not use energy wastefully or inefficiently.

Consistent with the proposed Project, cumulative projects would be subject to the California Green Building Standards, which provides energy efficiency standards for commercial and residential buildings. Over time, the California Green Building Standards (CALGreen) would implement increasingly stringent energy efficiency standards that would require the project, and the cumulative projects, to minimize any potential for wasteful and inefficient use of energy. In addition, cumulative projects would be required—at a minimum—to meet Title 24 building standards, further avoiding the inefficient use of energy (24 California Code of Regulations Part 11). Furthermore, various federal and state regulations, including the Low Carbon Fuel Standard, Pavley Clean Car Standards, and Low Emission Vehicle Program, would serve to reduce the transportation fuel demand for both construction and operation of cumulative projects.

In summary, the proposed Project contains energy-efficiency design features, would comply with applicable regulatory standards for the enhancement of energy efficiency, and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Furthermore, there were no potentially significant impacts related to energy identified for cumulative projects, as noted in Table 6-1. Cumulative projects would be subject to the same regulations described above and Section 4.5, Energy. No mitigation measures have been prescribed to address energy impacts for the proposed Project or cumulative projects, indicating there are no unique circumstances that would result in potentially significant project-level or cumulative energy impacts. Therefore, the proposed Project would not measurably contribute to a cumulative impact to the wasteful or inefficient use of energy and would not result in a cumulatively considerable contribution to a potential cumulative impact. Cumulative impacts related to energy would be **less than significant**.

6.4.6 Geology and Soils

Due to the localized nature of geology and soils, cumulative projects would address potential impacts to geology and soils on a project-by-project basis, as potential geologic hazards and soil composition vary by site. Each cumulative project has been or would be required to assess individual and site-specific geologic conditions, which would inform construction and development of each site. All cumulative development would be subject to similar requirements to those imposed and implemented for the proposed Project and would be required to adhere to applicable regulations, standards, and procedures.

As analyzed in Section 4.6, Geology and Soils, proposed Project impacts related to earthquakes, seismic-related ground shaking and ground failure, liquefaction, landslides, erosion, lateral spreading, expansive soils, and water disposal systems were determined to be **less than significant.**

If intact paleontological resources are located onsite, ground-disturbing activities associated with construction of the proposed Project, such as grading, have the potential to destroy a unique paleontological resource or site. Without mitigation, the potential damage to paleontological resources during construction associated with the proposed Project is considered a potentially significant impact. However, with implementation of mitigation measure **MM-GEO-1**, potentially significant impacts associated with construction would be reduced to **less than**

significant with mitigation incorporated. This mitigation measure requires the retention of a project paleontologist, paleontological monitoring, and implementation of paleontological reporting and collections management.

While some of the projects on the cumulative list (Table 6-1) are located in areas where the geologic formations are considered paleontologically sensitive and that may contain paleontological resources, the presence of these resources is typically unknown prior to construction, and mitigation measure(s), consistent with **MM-GEO-1** would be included with approval of cumulative projects to ensure that impacts to paleontological resources are minimized.

As implementation of the proposed Project would not result in any significant impacts to geology and soils on the Project site, and all cumulative projects would be required to analyze site-specific conditions and implement recommendations or mitigation, cumulative impacts related to geology and soils would be **less than significant**.

6.4.7 Greenhouse Gas Emissions

A cumulative impact refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental effects. Pursuant to CEQA Guidelines Section 15130(b)(1)(A)(B), an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, or statewide plan, or a related planning document that describes conditions contributing to the cumulative effect.

Due to the global nature of the assessment of greenhouse gas (GHG) emissions and the effects of global climate change, GHG emissions analysis, by its nature, is a cumulative impact analysis. Therefore, the information and analysis provided in Section 4.7, Greenhouse Gas Emissions, to determine project-level impacts applies here. Based on the results of that analysis, the Project's contribution to global climate change would not be cumulatively considerable.

This approach is consistent with the supporting documentation published by the California Natural Resources Agency when promulgating the Senate Bill 97-related CEQA amendments, which indicated that the impact of GHG emissions should be considered in the context of a cumulative impact, rather than a project-level impact (CNRA 2009a). The California Natural Resources Agency similarly advised that an environmental document must analyze the incremental contribution of a project to GHG levels and determine whether those emissions are cumulatively considerable (CNRA 2009b). The adopted CEQA Guideline (14 CCR 15064.4) confirms that the analysis of climate change impacts is cumulative and, in the most recent update to the Guidelines, text was added to Section 15064.4 to clarify as much (CNRA 2019). Section 15064.4 now states, "In determining the significance of a project's GHG emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change."

The Project would not contribute to a significant cumulative impact by generating GHG emissions, either directly or indirectly, that may have a significant impact on the environment or by conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Cumulative impacts related to GHG emissions would be **less than significant**.

6.4.8 Hazards and Hazardous Materials

Past, current, and reasonably foreseeable projects in the region will result in the use and transport of incrementally more oils, greases, and petroleum products for operational purposes. Although these could be subject to accidental spillage, there is no quantifiable cumulative effect because accidents are indiscriminate events, not related or contributory to one another. As noted in Table 6-1, the following cumulative projects were found to have potentially significant impacts related to hazards and hazardous materials: Coast Highway Corridor Design, Coast Rail Trail: Oceanside to Morse, Loma Alta Slough Wetland Restoration, Coast Highway (Hill Street) Bridge Replacement, and Oceanside Transit Center Redevelopment. CEQA documentation prepared for these cumulative projects found that these projects would result in less-than-significant impacts related to hazards and hazardous materials after implementation of mitigation measures; no hazards or hazardous materials impacts were found to be significant and unavoidable. In general, mitigation measures for these cumulative projects are of similar nature to those identified for the proposed Project. The mitigation measure prescribed to these cumulative projects are to the specific existing condition of each project site; therefore, they do not represent overarching cumulative conditions or circumstances that represent potentially significant cumulative impacts across multiple project sites.

Provided that individual projects adhere to current laws governing storage, transportation, and handling of hazardous materials, no significant cumulative hazards or threats to human health and safety are anticipated. In addition, any cumulative project would be required to identify existing hazardous materials on site and comply with existing regulations related to use, transport, and disposal of hazardous materials. Similarly, all cumulative projects would be required to analyze and properly mitigate any impacts to the existing evacuation plan if impacts are identified.

During construction of the proposed Project, there is potential for release of hazardous materials related to storage, transport, use, and disposal from construction debris, landscaping, and commercial products. However, the proposed Project would be required to adhere to federal, state, and local laws, such as California's Occupational Safety and Health Administration requirements, Hazardous Waste Control Act, California Accidental Release Prevention, and the California Health and Safety Code, which regulate the management and use of hazardous materials, which are intended to minimize risk to public health associated with hazardous materials. **MM-HAZ-1** requires a survey of all structures on the Project site for identification of hazardous building materials and universal wastes, and these findings would be used to update the Hazardous Building Materials Abatement Specifications. Abatement and disposal would occur in accordance with federal, state, and local rules and regulations, including those protective of human health and the environment. As analyzed in Section 4.8, Hazards and Hazardous Materials, of this PEIR, it was determined that the Project would not result in significant impacts related to hazards and hazardous materials with the implementation of **MM-HAZ-1**.

With regard to wildfire hazards, any of the cumulative projects proposed within a Very High Fire Hazard Severity Zone as designated by the California Department of Forestry and Fire Protection would be required to meet minimum fire fuel modification and/or clearing requirements in addition to meeting the standards of the various fire codes in effect at the time of building permit issuance. For projects within the City, these requirements are implemented through preparation of and compliance with a fire protection plan, which is reviewed and approved by the fire marshal. Furthermore, as discussed in Section 4.14, Traffic and Circulation, construction of the proposed Project would result in only partial lane closures. Traffic control plans would be prepared and implemented under **PDF-TRA-1** to ensure access through the area and reduce potential impacts to emergency response vehicles and evacuation routes. The project is in an established, developed urbanized area with access for emergency service providers. On-site circulation and emergency access would conform to applicable City regulations that require

minimum widths with truck turnarounds and access by the City's firefighting apparatus, and to provide emergency ingress and egress. The proposed Project would not require the full closure of any public or private streets or roadways during operations and would not impede access of emergency vehicles to the project or any surrounding areas.

In addition to traffic control, as further discussed in Section 4.17, Wildfire, temporary municipal wooden pier access structures would be constructed prior to full closure of the bridge, and all required emergency access would be provided in accordance with requirements of the Oceanside Fire Department.

Similar to the proposed Project, cumulative projects would be required to analyze specific impacts related to hazards and hazardous materials and to remediate any hazardous conditions that could occur. Project impacts related to hazards and hazardous materials were determined to be **less than significant**, and therefore the project would not combine within any cumulative projects in a manner that would increase potential exposure to hazards. Therefore, cumulative impacts related to hazards and hazardous materials would be **less than significant**.

6.4.9 Hydrology and Water Quality

The proposed Project and cumulative projects would result in an increase of impervious surfaces in the area. As noted in Table 6-1, the following cumulative projects were found to have potentially significant impacts related to hydrology and water quality: Coastal Rail Trail: Oceanside to Morse and Coast Highway (Hill Street) Bridge Replacement. CEQA documentation prepared for these cumulative projects found that these projects would result in less-than-significant impacts related to hydrology and water quality after implementation of mitigation measures; no hydrology and water quality impacts were found to be significant and unavoidable.

More specifically, other large development projects nearby would result in conversion of large pervious areas to impervious areas. This would potentially result in increased surface runoff, alteration of the regional drainage pattern, and flooding. However, like the proposed Project, each individual project applicant would be required to hydrologically engineer the respective cumulative project sites to ensure that post-development surface runoff flows can be accommodated by the regional drainage system.

The Project is located in the western portion of the City within the Mission Hydrologic Subarea of the Lower San Luis Hydrologic Area within the San Luis Rey Watershed (903.11) of the Water Quality Control Plan for the San Diego Basin (San Diego RWQCB 2016). Within the Mission Hydrologic Subarea, downstream-impaired 303(d) listed water bodies include the Loma Alta Creek, Loma Alta Slough, Pacific Ocean Shoreline, East Channel Lake, Guajome Lake, and the San Luis Rey River mouth. These water bodies are impaired by enterococcus, total coliform, chloride, enterococcus, fecal coliform, phosphorus, total dissolved solids, total nitrogen, toxicity, and indicator bacteria. Total maximum daily loads (TMDLs) have been established to address those pollutants for these impaired water bodies. Considering the downstream waters are impaired by these pollutants, the potential pollutants of concern that may be generated by the project include nutrients, indicator bacteria, sedimentation/siltation, and toxicity. In accordance with regulations, a master stormwater quality management plan (SWQMP) has been prepared to address the Project's operational impacts to water quality and the potential pollutants of concern.

To address potential construction impacts, the Project is required by law to comply with the National Pollutant Discharge Elimination System (NPDES) State Water Resources Control Board (SWRCB) Construction General Permit Order No. No. 2022-0057-DWQ for stormwater discharges and general construction activities and would incorporate standard BMPs such as regular cleaning or sweeping of construction areas and impervious areas, in addition to runoff controls. In compliance with the Construction General Permit Order No. 2022-0057-DWQ, a

stormwater pollution prevention plan (SWPPP) would be prepared for the project that specifies BMPs that would be implemented during construction to minimize impacts to water quality in accordance with the law and the General Construction Permit. Construction best management (BMPs) to be implemented on site during construction include erosion control devices; collection and containment of all construction trash, waste, and debris; routine site sweeping; and covering of exposed dirt piles with tarps. Compliance with the General Construction Permit, SWQMP, SWPPP, and BMPs would ensure construction-related impacts to water quality would not be significant.

The proposed Project, in conjunction with other future projects, may affect water quality on a cumulative scale; however, future projects are required to comply with applicable federal, state, and City regulations for stormwater and construction discharges, including the implementation of BMPs, which would reduce cumulative impacts to water quality to a level below significance. As outlined in Section 4.9, Hydrology, implementation of the project would not result in impacts related to water quality, drainage and stormwater capacity, flooding, or groundwater. The proposed project would implement BMPs and project-specific measures outlined in the project-specific SWQMP (Appendix J) to reduce potential effects. The proposed Project would be in compliance with state and City water quality standards. All cumulatively considered projects would be subject to the same federal water quality standards and state waste discharge requirements as the proposed project. This includes preparation of project-specific stormwater pollution prevention plans per the National Pollutant Discharge Elimination System permit program and implementation of associated BMPs to prevent construction-related runoff from polluting receiving waters.

By incorporating proposed BMPs and recommendations of the SWQMP into the Project design, the proposed Project would not substantially contribute to a significant cumulative impact to water quality. Therefore, the Project, in combination with projects identified in Table 6-1 and when evaluated in a cumulatively considerable context, is not anticipated to result in significant cumulative impacts to hydrology and water quality; cumulative impacts related to hydrology and water quality would be **less than significant.**

6.4.10 Land Use and Planning

Although land use and planning impacts tend to be localized, and specific impacts are tied either directly or indirectly to specific action, the proposed Project may have the potential to work in concert with other past, present, or future projects to either cause unintended land use impacts, such as reducing available open space or to accommodate increased growth that may result in more intensive land uses. Therefore, the geographic context for cumulative analysis is the policy area, which in this case is the City. None of the cumulative projects listed in Table 6-1 underwent CEQA review identifying potentially significant impacts related to land use and planning.

The proposed Project and related cumulative projects in the immediate vicinity are subject to the goals and policies of the City's General Plan and other planning documents, as applicable. The City's Zoning Ordinance designates the Project site D-15 – Downtown District, Subdistrict 15, corresponding with the General Plan designation of Downtown (D). As detailed in Section 4.10, Land Use and Planning, the proposed Project would be consistent with the City's D-15 zoning designation for the Project site, subject to obtaining entitlements from the City. The proposed Project would align with the specific purpose of the D-15 zoning designation, which per Article 12, Section 1210 of the City's Zoning Ordinance is intended to provide public facilities, public parks, open spaces, and other public oriented uses. The Project would also be consistent with development regulations applicable to the D-15 zoning designation, outlined in Article 12, Sections 1230 – 1232 of the City's Zoning Ordinance. The Project's design would be reviewed by the City prior to approval to ensure it is compliant with City's development regulations under Article 12 of the City's Zoning Ordinance, related to: building height, setbacks, landscaping, floor area ratios, and open space requirements.

As outlined in Table 4.10-1 in Section 4.10, the proposed Project would be consistent with the overarching goals of the City's General Plan. In addition to the City's General Plan, the proposed Project would also be consistent with the City's zoning ordinance, municipal code, and applicable plans and polices described in the impact analysis of Section 4.10. The Project would not result in any significant unavoidable impacts that could further impact land use.

All cumulative projects would be subject to similar criteria as the proposed Project, which would ensure compliance with existing applicable land use plans with jurisdiction over the project area. Any cumulative projects that propose amendments to the General Plan or zoning ordinance would be required to show that proposed uses would not result in significant environmental impacts due to a conflict with applicable policies. Consistency with the City's applicable General Plan policies (and any other applicable planning documents) would ensure compliance and orderly development of the proposed Project and other related cumulative projects. Final site plans of all cumulative projects would be subject to review and approval by the City. Cumulative projects would be subject to the same regulations described above. No mitigation measures have been prescribed to address land use and planning impacts for the proposed Project or cumulative projects, indicating there are no unique circumstances that would result in potentially significant project-level or cumulative land use and planning impacts. Because all current and future projects would be analyzed for compatibility and compliance with land use regulations prior to approval, cumulative impacts related to land use and planning are determined to be **less than significant**.

6.4.11 Noise

Noise levels tend to diminish quickly with distance from a source. Therefore, the geographic scope of the analysis of cumulative impacts related to noise is limited to locations immediately surrounding and in close proximity to the project site. Furthermore, none of the projects identified in Table 6-1 that have potentially significant noise impacts are within close proximity to the proposed Project site. Analysis contained in Section 4.11, Noise, determined that the off-site traffic noise, due to proposed Project construction and operation, would not result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project. Thus, a less-than-significant impact is expected for proposed Project-related off-site traffic noise increases. All noise-related impacts as a result of Project implementation were found to be **less than significant**.

Consistent with the proposed Project, cumulative projects would include construction and operation noise-reduction measures to reduce any potentially significant noise impacts to a level below significance, where feasible. The mitigation measure prescribed to cumulative projects identified in Table 6-1 are specific to the existing condition of each project site; therefore, these mitigation measure do not indicate there are overarching cumulative conditions or circumstances that represent potentially significant cumulative impacts across multiple project sites. Development plans for cumulative projects would be required to outline mitigation measures, design features, and required regulatory compliance, consistent with the proposed Project. Implementation of project-specific mitigation, design features, and compliance with existing regulations, would ensure cumulative noise impacts would remain at a **less-than-significant** level.

6.4.12 Recreation

As detailed in Section 4.12, Recreation, the proposed Project would involve not result in significant increases in the use of existing parks or recreational facilities leading to substantial physical deterioration of those facilities or requiring construction or expansion of new facilities. None of the cumulative projects listed in Table 6-1 underwent CEQA review identifying potentially significant impacts related to recreation. No mitigation measures have been

prescribed to address recreation impacts for the proposed Project or cumulative projects, indicating there are no unique circumstances that would result in potentially significant project-level or cumulative recreation impacts.

As analyzed in Section 4.12, several components of the proposed Project could reduce physical deterioration at existing parks and recreational facilities by increasing the number of parks and recreational facilities in the area. Therefore, the proposed Project would result in certain beneficial recreation impacts related to use of existing facilities. Other impacts related to the physical deterioration of existing facilities were determined to be **less than significant** because the proposed Project would result in the replacement of existing recreational facilities in need of improvements.

Other past, present, and reasonably foreseeable projects that involve the construction of recreational facilities could result in adverse physical effects on the environment due to the construction or expansion of recreational facilities. Projects within the City that would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility could occur or be accelerated would be subject to the requirements of the Quimby Act (California Government Code Section 66477) and the City's General Plan, including it Community Facilities Element. The Quimby Act establishes a maximum parkland dedication standard of 3 acres of parkland per 1,000 residents for a new subdivision development unless the amount of existing neighborhood and community parkland exceeds that limit. Furthermore, the City's Community Facilities Element establishes that an adequate parkland goal is 5 acres of dedicated parkland per 1,000 residents within the city. As such, impacts to existing recreational facilities would be reduced to a less-than-significant level on a project-by-project basis. Therefore, the proposed Project would not contribute to a cumulatively considerable impact related to the physical deterioration of existing recreational facilities; cumulative impacts would be **less than significant**.

6.4.13 Public Services

As detailed in Section 4.13, Public Services, the proposed Project would involve not result in significant increases in demand for public services. As analyzed in Section 4.13, the Project would be adequately served by existing public services. Project implementation would not conflict with any of the City's General Plan policies or goals. Existing uses on the Project site would remain unchanged. Due to the nature of the Project, no people would reside on site. The temporary addition of construction workers and limited addition of new operations personnel to the local population is not anticipated to increase demands on public services and facilities. The Project would not require new or expanded facilities to serve the site that would cause physical environmental impacts.

As noted in Table 6-1, the Oceanside Transit Center Redevelopment cumulative project was found to have potentially significant impacts related to public services. However, the DEIR conducted for that project concluded that it would result in less-than-significant impacts related to public services after implementation of mitigation measures; no public services impacts were found to be significant and unavoidable. Mitigation measures prescribed to that cumulative project address localized impacts related to emergency access; the impact and applicable mitigation measures do not indicate a measurably cumulative impact. Overall, the projects in the cumulative project list, including the Oceanside Transit Center Redevelopment Project, would contribute to a cumulatively considerable increase of use of public services. However, these projects would be required to analyze such project-specific impacts to public services and availability of services, and to provide will-serve letters as required. In addition, the cumulative projects and the proposed Project would each be required to pay development impact fees, school facilities fees, and in-lieu park fees, as stipulated by the City of Oceanside Municipal Code and California Government Code Section 65996. These regulations would ensure that impacts would remain below a level of significance. Therefore, the proposed Project, in combination with the cumulative projects, would not result

in a cumulative considerable impact related to public services and facilities, and cumulative impacts would be **less than significant**.

6.4.14 Traffic and Circulation

As noted in Table 6-1, the following cumulative projects were found to have potentially significant impacts related to traffic and circulation/transportation: Coast Highway Corridor Design, Eddie Jones Warehouse Manufacturing and Distribution Facility, and Oceanside Transit Center Redevelopment. CEQA documentation prepared for these cumulative projects found that these projects would result in **less-than-significant impacts** related to traffic and circulation/transportation after implementation of mitigation measures; no traffic and circulation/transportation impacts were found to be significant and unavoidable. Mitigation measures prescribed to these cumulative project addresses localized impacts related to emergency access as well as regional vehicle miles traveled (VMT) impacts.

Future potential development of the Project site, in addition to cumulative projects in the study area, could result in cumulative impacts related to transportation and circulation. As analyzed in Section 4.14, the proposed Project would not conflict with the City's General Plan Circulation Element, Bicycle Master Plan and Pedestrian Master Plan, and all applicable regulations outlined in Section 4.14.2. The proposed Project would not conflict or impede implementation of any program, plan, ordinance or policy addressing the circulation system and impacts would be **less than significant**. Furthermore, operations of the proposed Project, would be similar to the existing conditions. The proposed Project would meet the screening criteria for VMT; therefore, VMT impacts can be presumed to result in a **less than significant** at the project-level. No project-level significant impacts related to traffic and circulation were identified in Section 4.14; thus, no mitigation measures are required. Project-level impacts related to traffic and circulation as a result of proposed Project would be **less than significant**.

It is expected that traffic reports fully analyzing project-specific impacts on site and within their respective study areas would be prepared for all cumulative projects consistent with City guidelines. These reports would be expected to provide mitigation measures, design features, or improvements recommendations to address any potentially significant impacts. Furthermore, all cumulative projects would be required to comply with applicable City regulations related to transportation and circulation, as the proposed Project does. As proposed Project mitigation would reduce traffic-related impacts to a less-than-significant level, it is determined that cumulative impacts to transportation as a result of project implementation would be **less than significant**.

6.4.15 Tribal Cultural Resources

As described in Table 6-1, the following cumulative projects were found to have potentially significant impacts related to tribal cultural resources: Coast Rail Trail: Oceanside to Morse, Coast Highway (Hill Street) Bridge Replacement, and Eddie Jones Warehouse Manufacturing and Distribution Facility. CEQA documentation prepared for these cumulative projects found that these projects would result in **less-than-significant impacts** related to tribal cultural resources after implementation of mitigation measures; no tribal cultural resources impacts were found to be significant and unavoidable. In general, mitigation measures for these cumulative projects are of similar nature to those identified for the proposed Project. These measures primarily cover localized construction activities specific to the project site, outlining procedures for unanticipated finds, resource monitoring, and worker awareness training.

Each cumulative project subject to Assembly Bill 52 (AB 52) would require tribal consultation on a case-by-case basis to identify any potential Tribal Cultural Resources affected by each cumulative project. As discussed in Section 4.15, Tribal Cultural Resources, the discovery of Tribal Cultural Resources within the Project site is not

anticipated. However, to ensure project development would not result in potential impacts to Tribal Cultural Resources, the proposed Project would implement the City's standard cultural resources mitigation measures, **MM-TCR-1** and **MM-TCR-7**, outlined in Section 4.15 of this PEIR. It is anticipated that each cumulative project would require mitigation to reduce potentially significant impacts to Tribal Cultural Resources to a level below significance. With implementation of project-specific analysis, mitigation, and compliance with applicable regulations, including those associated to AB 52, related to Tribal Cultural Resources, cumulative impacts would be **less than significant**.

6.4.16 Utilities and Service Systems

As with public services, cumulative impacts to utilities and services systems would result when projects combine to increase demand for utilities and service systems such that additional facilities must be provided or expanded. As noted in Table 6-1, the Coastal Rail Trail: Oceanside to Morse cumulative project was found to have potentially significant impacts related to utilities and service systems. However, the DEIR conducted for that project concluded that it would result in less-than-significant impacts related to utilities and service systems after implementation of mitigation measures; no utilities and service systems impacts were found to be significant and unavoidable. As with many other environmental issue areas, impacts to utilities may be less than significant at a project level, but when combined with other projects, effects could lead to a cumulative impact. The proposed Project, in combination with cumulative projects, would result in an increase in water demand, wastewater generation, and solid waste generation. As discussed in Section 4.16, Utilities and Service Systems, the City, as the provider of water and wastewater facilities, would confirm availability of adequate water and wastewater treatment capacity prior to approval of the proposed project and cumulative projects. This, in conjunction with provision of any required developer impact fees proportionate to the increase in demand, would minimize impacts to utilities and service systems. Each cumulative project would be required to provide developer impact fees and undergo similar approval at the discretion of the City. As analyzed in Section 4.16, implementation of the proposed Project would not result in significant impacts related to water or wastewater supply or capacity, nor to storm drainage or solid waste capacity. The proposed Project would be adequately served by existing City facilities and would not require expansion of water, wastewater, storm drain, or solid waste facilities. Therefore, it is determined that cumulative impacts related to utilities and service systems would be **less than significant**.

6.4.17 Wildfire

The project area, like all of San Diego County, is subject to seasonal weather conditions that can heighten the likelihood of fire ignition and spread. Fire history is an important component of wildfire analysis. Wildfire history information can provide an understanding of fire frequency, fire type, most-vulnerable project areas, and significant ignition sources, among others. The California Department of Forestry and Fire Protection maintains the Fire and Resource Assessment Program database, which was used to evaluate a project site's fire history to determine whether large fires have occurred in the project area, and thus the likelihood of future fires.

As described in Section 4.17, Wildfire, the Project site is located within two miles of a Very High Fire Severity Zone (VHFHSZ), which is subject to increased fire risk. Although the proposed Project site is near a VHFHSZ in the Local Responsibility Area (LRA), given the urban development between the VHFHSZ and the proposed Project, the surrounding land and the ocean do not present a wildfire risk. Due to existing development in the vicinity, the relatively flat topography of the site and lack of slopes that would exacerbate fire risk, and updated building standards as part of the development, implementation of the proposed Project is not expected to exacerbate wildfire risks. The proposed Project would also be built with the most recent California Building Standards Code,

which include standards for building materials in the exterior design and construction of new buildings located within a fire hazard area.

The Project site and cumulative projects are located in an urban and developed area of the City. None of the cumulative projects listed in Table 6-1 underwent CEQA review identifying potentially significant impacts related to recreation. As discussed in Section 4.8, Hazards and Hazardous Materials, the proposed Project would not conflict with the regional or San Diego County emergency response plans, and the Oceanside Fire Department has determined the site would have adequate emergency access.

Final site plans for the proposed Project and all cumulative projects would be subject to review and approval by the Oceanside Fire Department prior to project development. All cumulative projects would be required to assess wildfire risk at the development site and in the surrounding area and to provide mitigation, as necessary. As the proposed Project would not result in significant impacts related to wildfire, cumulative impacts are determined to be **less than significant**.

7 Other CEQA Considerations

This chapter includes the following other considerations that are required in an environmental impact report (EIR):

- Growth inducement (Section 7.1)
- Significant irreversible environmental effects (Section 7.2)
- Significant and unavoidable environmental impacts (Section 7.3)

7.1 Growth Inducement

Section 15126.2(e) of the California Environmental Quality Act (CEQA) Guidelines mandates that the growth-inducing nature of the Pier View Way Bridges and Lifeguard Headquarters and Beachfront Phase II (proposed Project or Project) be discussed. This CEQA Guideline states that the growth-inducing analysis is intended to address the potential for a project to "foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Further, the Population and Housing section of the CEQA Appendix G Checklist also mandates that a CEQA document address a proposed project's likelihood to induce substantial population growth in an area, either directly (e.g., by proposing new homes or businesses) or indirectly (e.g., through extension of roads or other infrastructure).

A project may either facilitate planned growth or induce unplanned growth. Facilitating planned growth relates to the establishment of direct employment, population, or housing growth that would occur within a project site. Inducing unplanned growth relates to lowering or removing barriers to growth or by creating an amenity or facility that attracts new population/economic activity. This section contains a discussion of the growth-inducing factors related to the proposed Project as defined under CEQA Guidelines Section 15126.2(e). A project is defined as growth inducing when it directly or indirectly does any of the following:

1. Fosters population growth
2. Fosters economic growth
3. Includes the construction of additional housing in the surrounding environment
4. Removes obstacles to population growth
5. Taxes existing community service facilities, requiring construction of new facilities that could cause significant environmental effects
6. Encourages or facilitates other activities that could significantly affect the environment, either individually or cumulatively

Pursuant to CEQA Guidelines Section 15126.2(e), it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

As discussed throughout this programmatic environmental impact report (PEIR), the Project would require a temporary construction workforce and a permanent operational workforce, both of which could potentially induce population growth in the Project area. The temporary workforce would be needed to construct the improvements to the full suite of public facilities proposed under the Project. As described in Section 5.3, Population and Housing, of Chapter 5, Effect Found Not to Be Significant, of this PEIR, the proposed Project would generate a limited number of short-term construction jobs; however, these jobs would most likely be accommodated within the regional

workforce and would not require substantial permanent relocation of workers. Furthermore, the proposed Project does not include residential uses or improvements to off-site infrastructure such as roadways or utilities that could indirectly induce population growth. The proposed Project would not extend roads or require procurement of additional water supplies that could result in indirect population growth.

The proposed Project would directly facilitate growth through the improvements to the Pier Bridges and Lifeguard Headquarters, the Junior Seau Beach Community Center, the Junior Seau Amphitheater and Bandshell, and Betty's Lot. While the proposed Project mostly covers renovation and reconstruction of existing structures and uses, the development of Betty's Lot and expansion of lifeguard protection services, once operational, could result in the creation of new jobs and economic activity.

The proposed Project is consistent with the underlying land use and zoning for the Project site. The City of Oceanside General Plan designates the site as Downtown. The Project would continue the existing public facility, open space, and public oriented uses consistent with the City's General Plan Downtown land use designation. Public facilities associated with the proposed Project site would continue to be used similar to their existing conditions.

As described in the City's General Plan Economic Development Element, Oceanside continues to provide fewer job opportunities than most other cities in the region. The Project's temporary increase in population from employment opportunities is accounted for in San Diego Association of Governments growth projections and would assist with the City's employment deficits. Implementation of the Project would be consistent with land use and development anticipated by local plans and thus would not lead to increases in population/housing growth beyond those contemplated by the San Diego Association of Governments and the City.

Construction of the proposed Project would generate an economic stimulus from activities such as the use of building materials, employment of construction workers, and the introduction of new or relocated consumer demand in the area. Again, the Project is consistent with local and regional plans, so any temporary employment created by the Project has already been contemplated. The proposed Project would not introduce a population beyond what is planned for the City and the region.

The Project would not lead to indirect growth due to the extension of new or upsizing of existing infrastructure, as the Project would not provide for additional infrastructure improvements that would allow for additional unplanned growth in the area. The Project is located in a largely built-out area of the City on a site that supports existing public facilities. Utilities and infrastructure system services required for the Project already exist at or adjacent to the Project site. Utilities improvements required for the Project would only serve the Project site. The Project does not remove obstacles to growth by extending infrastructure to new areas, nor would it result in significant adverse environmental impacts beyond those analyzed in this PEIR due to the expansion of infrastructure such as water supply facilities, wastewater treatment plants, roads, or freeways. The Project would include utility improvements; however, these upgrades would not increase the capacity of existing infrastructure but rather would only serve the Project by upgrading proposed Project connection points consistent with City standards.

Accordingly, the Project could result in some economic stimulus due to new job opportunities. However, as outlined in Section 4.2, Air Quality; Section 5.3, Population and Housing, of Chapter 5, Effects Found Not to Be Significant; and this chapter of the PEIR, this growth and proposed use falls within City and regional growth projections for population and housing. The Project would not remove obstacles to population growth and would not cause an increase in population such that new community facilities or infrastructure would be required outside of the Project site. For these reasons, the Project would not result in significant growth-inducing impacts.

7.2 Significant Irreversible Effects

CEQA Guidelines Section 15126.2(d) requires that a PEIR identify any significant irreversible environmental changes associated with a proposed project. That section describes irreversible effects as:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. (See Public Resources Code section 21100.1 and Title 14, California Code of Regulations, section 15127 for limitations to applicability of this requirement.)

Per Section 15127, irreversible changes are only required to be addressed in PEIRs either (1) when considering the adoption of an amendment of a local plan, policy, or ordinance; (2) the adoption by a local agency formation commission of a resolution making determinations; or (3) when the project is subject to the National Environmental Policy Act and requires an environmental impact statement. This Project does not involve any of those activities and as such, this analysis is not required and is appropriately not provided herein.

7.3 Significant and Unavoidable Impacts

CEQA Guidelines Section 15126.2(c) requires that a PEIR describe any significant impacts that cannot be avoided, including those impacts that can be mitigated but not reduced to a less-than-significant level. Chapter 5, Effects Found Not To Be Significant, analyzes and discusses the CEQA topic areas where the Project will not have a significant impact. Chapter 4, Environmental Analysis, describes the potential environmental impacts of the proposed Project and recommends mitigation measures to reduce impacts, where feasible. As discussed in this PEIR, implementation of the proposed Project would result in potentially significant impacts to air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, and tribal cultural resources, before mitigation. These impacts would be **less than significant after mitigation**. Implementation of the proposed Project would not result in any significant and unavoidable impacts.

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8 Alternatives

8.1 Scope and Purpose

Alternatives to the Pier View Way Bridges and Lifeguard Headquarters and Beachfront Facilities – Phase II Project (project or proposed project), as provided in Section 15126.6 of the California Environmental Quality Act (CEQA) Guidelines, states that the Environmental Impact Report (EIR) shall "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. The comparative merits of the alternatives evaluated, including the No Project Alternative, shall also be discussed.

The CEQA Guidelines also state that a range of alternatives evaluated in an EIR is governed by the "rule of reason," which requires the PEIR set forth alternatives adequate to permit a reasoned choice by decisionmakers and limited to alternatives that "would avoid or substantially lessen any of the significant effects of the project." An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative (Section 15126.6(a) of the CEQA Guidelines).

Other than the No Project Alternative, this programmatic EIR (PEIR) needs to examine only those alternatives that could feasibly obtain most of the basic objectives of the proposed project even if the alternative would impede to some degree the attainment of project objectives.

Factors that may influence feasibility of an alternative include "site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site or suite of proposed alternative improvements (CEQA Guidelines, Section 15126.6[f][1]). The ultimate determination as to whether an alternative is feasible or infeasible is made by the lead agency's decision-making body, the Oceanside City Council (see PRC Section 21081[a] [3].)

This section presents several alternatives to the proposed project, which were considered pursuant to CEQA and evaluated for their ability to meet a set of defined and detailed objectives, as provided below in Section 8.2.1, Project Objectives (see also Project Description, Section 3.3.2, Project Objectives), while substantially lessening or avoiding any of the potentially significant effects of the Project identified in Chapter 4, Environmental Analysis, of the PEIR. As stated above, the City of Oceanside is the CEQA lead agency and is therefore required to conduct this alternatives analysis in the context of the proposed set of improvements and for which this environmental review has been conducted, including identifying ways to avoid or substantially lessen significant environmental impacts associated with the proposed project, even if those alternatives would somewhat hinder project objectives or be more costly.

Drawing from and in support of the above discussions, the purpose of the proposed project is to address needed enhancements, improvements, restorations, and replacements to the full suite of public facilities included in the proposed project and provide for their continued long-term availability as a public resource.

8.2 Criteria for Selection and Analysis of Alternatives

The proposed project will not result in any significant and unavoidable impacts. The proposed project would result in potentially significant impacts that will be reduced to a level of less than significant with implementation of mitigation, related to the following: biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, and tribal cultural resources. The proposed project would result in no impact or less-than-significant impacts to the following: aesthetics, agricultural/forest resources, air quality, energy, greenhouse gases, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation, utilities and service systems, and wildfire.

For each of the alternatives identified, this PEIR conducts the following assessment:

- Describe the alternative
- Determine if the alternative would meet most of the basic project objectives
- Assess potential feasibility of the alternative
- Determine if the alternative would potentially avoid or substantially lessen a potentially significant impact of the project

Based on the identified project's potentially significant environmental impacts, the objectives established for the Project (refer to Section 8.2.1, Project Objectives, below), and the CEQA requirements for alternatives, this PEIR evaluates three alternatives to the proposed Project:

1. Alternative 1
2. Alternative 2
3. No Project Alternative

8.2.1 Project Objectives

The objectives of the proposed project listed below build upon and contribute to the City's Mission and Vision Statements:

> **Mission Statement:** "The City of Oceanside will strive to improve the quality of life for its diverse community by providing excellent service."
>
> **Vision Statement:** "The City of Oceanside will be a safe, culturally diverse community that empowers its citizens to provide an environment that promotes economic development, supports quality education, fosters the cultural arts, and preserves its natural resources"

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

1. Continue to provide public facilities, public parks, open spaces, and other public oriented uses in their current location and with the necessary improvements to ensure continued long-term safe use, patronage, and enjoyment.

2. Provide and maintain a wide range of public recreation areas, beach support facilities, and visitor-serving facilities, commensurate with need.
3. Protect, enhance, and maximize public enjoyment of Coastal Zone scenic resources.
4. Through its land use and public works decisions, protect, enhance, and restore the visual quality of urban environment.
5. Facilitate long-term investment in revitalizing heavily used public spaces such as roads, beachfront areas, and the pier, including seismic safety, sea level rise resilience, ADA compliance, accessibility.
6. Maintain and enhance public safety services.
7. Leverage and invest in City infrastructure through approved Measure X funding.
8. Provide additional community recreation programming, open space, and parking at the beachfront, configured in a way that accounts for potential long-term sea-level rise.
9. Enhance Oceanside's cityscape through creative placemaking to encompass programming, public art, and other "soft" forms of cultural vitality.
10. Focus public facility investments on the modernization and upgrades to current codes and improved function while restoring the character of the original facilities.
11. Preserve and enhance access to and along the coast and within and across the Project area.
12. Target Sites for public art projects in places identified through the O'Arts Planning process as supportive of the goals of the plan and aligned with community desires.

8.2.2 Feasibility

CEQA Guidelines, Section 15126.6(f)(1), identifies factors to be taken into account to determine the feasibility of alternatives. The factors include site suitability; economic viability; availability of infrastructure; general plan consistency; other plans or regulatory limitations; jurisdictional boundaries; and whether the applicant can reasonably acquire, control, or otherwise have access to the alternative site. No one of these factors establishes a fixed limit on the scope of reasonable alternatives. An alternative does not need to be considered if its environmental effects cannot be reasonably ascertained and if implementation of such an alternative is remote or speculative.

It has been recognized that, for purposes of CEQA, "feasibility" encompasses "desirability" based on a reasonable balancing of the relevant economic, environmental, social, and technological factors (*California Native Plant Society v. City of Santa Cruz* [2009] 177 Cal.App.4th 957, 1001). This balancing is harmonized with CEQA's fundamental recognition that policy considerations may render alternatives impractical or undesirable (California Public Resources Code Section 21081; CEQA Guidelines Section 15126.6[c] and 15364).

As described in detail in the Project Description, Section 3.2 – Existing Facilities, the City's beachfront facilities are valued assets with long histories and diverse utilization, including numerous special events and year-round patronage by locals and visitors. This location and corresponding features possess a high-level of local pride as cherished resources. Therefore, the need to enhance the full suite of beachfront facilities encompassing the Project site has been and continues to be an ongoing priority of the City, including continued investment. Consistent with these objectives, the City in 2006-2007, conducted a study for the area extending from Breakwater Way to Wisconsin Avenue which culminated with a City Council workshop presenting the "Oceanside Waterfront Vision Plan". This plan has served as a guiding document for proposed improvements with the defined study limits. In additional support of these priorities, in 2018, Oceanside voters also recognized a pressing need to maintain and

enhance public safety services and invest in City infrastructure through the approval of Measure X, a local ballot initiative that increased Oceanside's sales tax 1/2 cent for a period for seven years, beginning on April 1, 2019. Measure X has and continues to facilitate historic investment in revitalizing heavily used public spaces such as roads, beachfront areas, and the pier." At that time, City staff were given direction to focus on priority improvements identified through this process which included various restroom projects and Phase 1 Beachfront Improvement Project (which was completed in 2022). The Phase 1 Project included remodeling the existing bathhouse into a new police substation, construction of a new public works maintenance building, new restroom facility, and improved public plaza and staircase with viewing areas.

Since then, two feasibility studies, also funded through Measure X, have been completed by the City, including the Phase II Beachfront Improvements Feasibility Study (September 2022), which explored potential improvements to the nearby Junior Seau Beach Community Center (JSBCC), Junior Seau Pier Amphitheater and Bandshell, the public spaces in between, and a long-range concept study of Betty's Lot. The Pier View Way Bridge and Lifeguard Headquarters Project Feasibility Study (August 2023) evaluated replacement and rehabilitation options for the two Pier View Way pedestrian bridges, providing connection to the existing wooden portion of the municipal pier, and the current and future programming needs of the Lifeguards as their services and staffing requirements are projected to expand.

In the City's effort to evaluate and plan the beachfront facility improvements cohesively, City Council authorized those efforts under a coordinated program-level approach that integrates the analysis between the Pier View Way Bridges and Lifeguard Headquarters Project and Beachfront Improvement Phase II Projects under this consolidated PEIR. The alternatives feasibility and corresponding analysis as part of this PEIR stems from these two approved feasibility studies.

8.2.3 Evaluation of Significant Impacts

According to CEQA Guidelines Section 15126.6(b), the alternatives discussion should focus on those alternatives that, if implemented, could avoid or substantially lessen any of the potentially significant environmental impacts of the proposed project. The significant effects of the project impacts are considered to be those that are identified to be potentially significant prior to the incorporation or implementation of any mitigation measures.

8.2.4 Rationale for the Selection of Alternatives

As part of an alternatives analysis, CEQA requires a PEIR to address a No Project Alternative. The purpose of describing and analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving the proposed project.

EIRs should also identify any alternatives that were considered by the Lead Agency but rejected and briefly explain the reasons why the Lead Agency made such a determination. Among the factors that may be used in a PEIR to eliminate alternatives from detailed consideration are (1) failure to meet most of the basic project objectives, (2) infeasibility, and/or (3) inability to avoid or substantially lessen any potentially significant environmental impacts.

In accordance with these requirements and based on comments received during the CEQA Notice of Preparation and scoping process for the proposed project, alternative improvements, design options, and additional programming needs associated with the proposed project were considered and analyzed compared to the No Project Alternative.

8.3 Alternatives Considered But Rejected

This PEIR considered a range of alternative improvements integral to each public facility, including design options that involved potential expansion, enhancements, and restorations or reconstruction. As part of this analysis, a comparative assessment of these design options against the Project objectives, along with compliance with applicable ordinances, policies, and measures was conducted. The comparative alternatives analysis, including the rejection of alternative design options, is provided as part of the comprehensive comparison in Section 8.4, Alternatives Under Consideration.

8.3.1 Alternative Location

In accordance with CEQA Guidelines 15126.6(f)(2), a PEIR may consider an alternative location for the proposed project but is only required to do so if significant project effects would be avoided or substantially lessened by moving the Project to another site. The proposed project would not avoid or substantially lessen any significant project effects through consideration of an alternative project location. Therefore, no further analysis on this topic has been conducted.

8.4 Alternatives Under Consideration

8.4.1 Alternative 1

8.4.1.1 Alternative Description and Analysis (Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Support Facilities and Community Plaza Area, Junior Seau Beach Community Center, Junior Seau Amphitheater and Bandshell)

Pier View Way Bridges

The Pier View Way Bridges are approaching the end of their service life and require interventions to address the age and deterioration, while also maintaining the ongoing use, functionality, and continued public safety. It has been determined that improvements to the Pier View Way Bridges must carefully consider numerous factors, including historic significance, connectivity to and from North Pacific Street and the timber pier, and the interface between the Pier Bridges and The Strand, the public plaza, and the visitor serving commercial restaurant. The structural improvements needed carefully consider its historic significance, including a detailed historic assessment conducted and documented in the previously referenced Built Environment Inventory and Evaluation Report (Appendix G-2). Though not currently listed on the NRHP or CRHR, the bridges are listed under Oceanside's Historic Landmark Evaluation criteria. The structure is eligible for designation under NRHP and CRHR and will be analyzed as a historic resource under CEQA. The Built Environment Inventory and Evaluation Report specifically considered the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Reconstruction*, specifically as these standards help define *reconstruction* as new construction that has employed a process of depicting the form, features, and detailing of a non-surviving site. In addition, the Project has considered sea level rise and other key issues, as described in detail above, in order to meet requirements of environmental and permitting agencies. Due to the bridge's eligibility as historic across all three levels, two improvement alternatives to address its current condition have been defined and assessed: 1) restoration of the bridge, which would maintain

the existing bridges form, architectural elements, and materials to the maximum extent practicable, and 2) reconstructing the bridges to match the original structure. Again, from a historic significance perspective, proposed improvements, or modifications (restoration or reconstruction) must focus on the bridges being restored or replaced in-kind, where the new structure matches the existing structure consistent with the original construction (1927) and to the extent feasible. Building from these parameters, the two design option alternatives described below have also been analyzed based on their ability to fulfill and/or consistency with the defined project objectives provided above in Section 8.2.1 Project Objectives.

Design Option 1: Restoration

Restoration of the Pier Bridges would retain the historic fabric of the existing structure to the extent feasible while strengthening the bridges to meet current design codes. It would maintain eligibility for historic designation as long as the restoration follows Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Reconstruction. Chemical treatment would be used to address the high concentration of chloride ions currently causing the subsurface reinforcing steel to corrode. Removal of unsound concrete and deteriorated reinforcing steel would also be necessary where the existing materials are beyond the possibility of encapsulation or repair. During restoration, the bridge decks would be fully replaced, and the superstructure components would be restored or replaced, as necessary. The concrete columns would require strengthening to meet code requirements, which would be achieved by forming a new reinforcing cage around the exterior of the existing column. Concrete would then be placed to form the new column while encapsulating the existing column adding to the total existing width of 18 inches by approximately 12 additional inches (Figure 3-4, Pier View Way Bridges – Design Option 1 – Retrofit Column Design). This would result in added bulk to the existing columns that would alter the original visual character of the bridges. The projected service life of the restoration alternative would be approximately 50 to 60 years.

Compared to reconstructing the structure, the restoration option would be more costly due to the labor-intensive work required to remove and replace the unsound concrete and deteriorated reinforcing steel (Pier View Way Bridges & Lifeguard Headquarters Feasibility Study, Section 3.1.1). Furthermore, because the restored structure would retain and still be composed of some of the old materials, the service life for the restoration would be shorter than for an in-kind reconstruction (Design Option 2). Additionally, Design Option 1 would not fulfill and would be inconsistent with Objective 1, in the context of continued long-term safe use, patronage, and enjoyment based on the shorter service life. Design Option 1 would also be inconsistent with achieving the goals of Objective 10, specifically in the context of improved function while restoring the character of the original facility. Due to these considerations, Design Option 1, per the comparative analysis conducted, would not meet the identified objectives and has been removed from further consideration and evaluation in this Draft PEIR.

Design Option 2: Reconstruction

Reconstruction of the Pier Bridges would involve an in-kind replacement that maintains the look, feel, and character-defining features of the existing structure (Figure 3-5, Pier View Way Bridges – Preferred Design Option 2 – Reconstruction In-Kind/Existing Design and Figure 3-6, Pier View Way Bridges – Preferred Design Option 2 – Reconstruction In-Kind/Existing Design). Consistent with the historic assessments conducted and discussed above (Section 3.2.8.1) the bridge's eligibility as contributing element to the historic designation is through association with patterns of events that have made a significant contribution to the broad patterns of history and not related to the structure's architecture across federal and state levels. However, The reconstructed option would include new structural members (columns) that match the existing dimensions, to the extent feasible, while meeting current design codes and would not require the bulky encapsulated columns discussed under Design Option 1: Restoration.

Reconstruction would maximize the service life of the new structure to approximately 75 to 100 years by reconstructing it with competent materials and detailing that meets current design and seismic standards. The reconstructed structure would also more closely resemble the appearance of the original 1927 structure. Also, the cost of reconstructing the bridges is anticipated to be lower than the cost of restoration (Design Option 1). The Pier View Way Bridge and Lifeguard Headquarters Feasibility Study estimates that the cost of restoration (Design Option 1) would total approximately $35,000,000 while the cost of reconstruction (Design Option 2) is estimated at approximately $23,000,000. Additionally, Design Options 2 Reconstruction would be consistent with and directly achieve or complement all of the defined project objectives (Section 3.3.2 Project Objectives). For these reasons, this design option is considered the preferred option and has therefore been evaluated with project-level detail in this Draft PEIR.

Lifeguard Headquarters

The existing Lifeguard Headquarters is a coastal-dependent land use required for public health and safety. Its current location, as an integrated feature of the Pier Bridges, provides critical views and access to the shoreline and surrounding public areas. Since the Lifeguard Headquarters is limited in size and must stay within the 3,715 square foot historic shell configuration, a new proposed space layout and floor plan under Alternative 1 (Figure 3-7. Lifeguard Headquarters – Floor Plan Design Concept-) would retain and optimize key space requirements to maintain essential operations and maximize public safety at the current location. The Lifeguard Headquarters would be reconstructed in its original location to the west of The Strand. All other Lifeguard Service support operations and staffing would be housed in the proposed new Lifeguard Operations Building, as detailed below.

The layout of the reconstructed Lifeguard Headquarters would retain and optimize four critical public safety functions (Objective 6) at its current location, including the following components:

1. **Supervisory Lifeguard Workstations.** The reconstructed Lifeguard Headquarters would provide workstations for Lifeguard supervisors to have clear and unobstructed observation posts to the beach and water. The workstations would be expanded to meet current and future staffing demands to avoid overcrowding of staff. These workstations include Lifeguard offices on the southwest facing side of the headquarters, facing where the majority of beach users tend to be. On the northwest-facing side, a series of offices would be located to observe potential hazards. In each of the two observation posts (facing the southwest and northwest), linear workstations would be placed along the two main observation windows to allow for direct visual supervision. A central meeting room facing west would act as an operational briefing center, training classroom, and meeting room.
2. **Central Lifeguard Preparation Area.** The reconstructed Lifeguard Headquarters would provide an area where all Lifeguard staff could report for duty, gather operational supplies, and prepare rescue equipment. These functional areas would include expanded locker rooms sized to meet future staffing needs, a central meeting space, and indoor and outdoor staging areas. The Central Lifeguard Preparation Area would also include the outdoor space to the south that allows for critical Lifeguard staging activities.
3. **Public Interface and First Aid Areas.** The proposed design would provide a new location on the south side for the public to access the Lifeguard Headquarters, which is the shortest distance from the beach and water activity areas. A reception space designed for public access would remain in its original location on the north side. On the more active south facing side, new first aid spaces would be located to be easily identifiable and accessible to the public. The spaces would include a walk-up first aid window and a separate first aid treatment courtyard that would allow users to be partially screened from the main public areas.

4. **Beach Rescue Equipment.** The reconstructed Lifeguard Headquarters would include approximately 410 square feet of general storage area and approximately 811 square feet of vehicle and equipment storage essential for beach rescue operations, which will remain as close to the beach and water as possible to reduce public safety response time.

Lifeguard Operations Building

To accommodate current and future Lifeguard Service needs and consistent with Objectives 1, 2, 5, 6, 7, and 11, a new Lifeguard Operations Building is proposed to supplement the Lifeguard Headquarters. Under Alternative 1 this facility is proposed to the east of The Strand; it would address Lifeguard Service growing safety services, space needs as well as sea level rise concerns described in the Project Description, Section 3.2.8.1. The new facility would also provide enhanced amenities, including a new public view deck.

Two design options are proposed for the new Lifeguard Operations Building and are being analyzed as part of this Draft PEIR. Both options provide sufficient space to support current and future Lifeguard Service needs and address public safety. The two options also provide for, and enhance, the visitor-serving leased restaurant space and provide a raised public patio with additional community seating.

For both options, Lifeguard Logistics spaces on the lower level would house beach and water rescue equipment and crafts, allowing the Lifeguards to store, protect, maintain, and easily access critical public safety elements near the beach without further impacting the existing beach and water edge conditions. Lifeguard Support and Lifeguard Administration spaces would be provided on the upper levels, including observation/meeting spaces, offices, storage, IT, and multi-use spaces designed to accommodate current staffing needs and also house any future 24/7 operations. Locating the Lifeguard Support and Lifeguard Administration spaces on the upper levels would minimize sea level rise impacts by allowing critical public safety features to be located above projected water elevations. Schematic design/floor plans for the building options were developed to confirm each would accommodate the needs of the Lifeguard Service (Figure 3-8, Lifeguard Operations Building – Design Option 1; Figure 3-9, Lifeguard Operations Building – Design Option 1 – Schematic Cross-Section; Figure 3-10, Lifeguard Operations Building – Preferred Design Option 2; and Figure 3-11, Lifeguard Operations Building – Preferred Design Option 2 – Schematic Cross-Section). A copy of schematic design plans is provided in Appendices N-1 and N-2. The overall square footage for each of the design options is between approximately 7,500 and 7,800 square feet, with variations due to architectural considerations, use of enclosed balcony spaces, elevator, stair and hallway layouts, and column configuration of the existing bridges. Within the floorplan of each building option, the space needs of the Lifeguard Service are met or exceeded. Both design options would meet the needs of the Lifeguard Service, provide visitor-serving leased restaurant space, and address sea level rise. Key differences between the two options are discussed below.

Design Option 1: Three-Story Building

This design option proposes a new Three-Story Lifeguard Operations Building. In addition to supporting Lifeguard needs and providing visitor-serving leased restaurant space, this option would also provide an expanded view deck amenity at the Pacific Street level, offering an enhanced view area for the public. This option would utilize a full third story in order to minimize the building footprint and reduce impacts to the adjacent bluff/slope. A schematic design and cross section of the design option are shown in Figure 3-8, Lifeguard Operations Building – Design Option 1, and Figure 3-9, Lifeguard Operations Building – Design Option 1 – Schematic Cross-Section. As shown in this figure, the building would include a Lifeguard meeting room, break room, 24/7 kitchen and living room,

restrooms, commercial space, and storage. The design option would also include an enhanced public patio area at The Strand level as well as a new public deck.

Design Option 2: Modified Three-Story Building

The Modified Three-Story Lifeguard Operations Building Design Option 2 would be similar to Design Option 1, providing for Lifeguard Service needs and incorporating a public view deck amenity at the Pacific Street level. The key difference is that the third level, which provides the necessary Lifeguard Service space, would be shifted with a higher level of integration into pier bridges and the existing bluff/slope area toward Pacific Street. This pier structure integration and encroachment into the bluff/slope area would allow for an enlarged plaza area at ground level more consistent with the original built configuration. This option would also reduce potential view impacts to the beach from Pacific Street. Given the minimal footprint of a new building between the two pier structures, more of the bridge's interior elevations would be visible to the public which is in line with the original historic images for this area. Schematic design and cross sections of the building are shown in Figure 3-10, Lifeguard Operations Building – Preferred Design Option 2, and Figure 3-11, Lifeguard Operations Building – Preferred Design Option 2 – Schematic Cross-Section. Consistent with the defined project objectives (Section 3.3.2), both of the design options proposed for the Lifeguard Operations Building would help achieve the long-term goals and preserve and enhance these public facilities.

Community Plaza Area and Public Accommodations

Under Alternative 1, the Project includes various improvements to the existing community plaza area, located between the Pier Bridges and JSBCC. Alternative 1 also includes various improvements to public accommodations. These improvements and enhanced amenities are intended to serve the community, increasing accessibility, and overall connectivity between features contained within the Project area. These improvements are described below:

1. **ADA Access to The Strand.** The Project will provide ADA compliant access improvements from Pacific Street down to The Strand via a ramp on the northeast side of the Pier Bridges.
2. **ADA Access to the Beach.** Reconstruction of the Lifeguard Headquarters would provide wheelchair access to the beach from The Strand. A ramp is proposed on the north side of the Lifeguard Headquarters that would provide permanent, year-round wheelchair access to the beach.
3. **Public View Deck.** Both the Three-Story and The Modified Three-Story Lifeguard Operations Building designs would incorporate an expanded public view deck off North Pacific Street. A concept drawing of the view from the public deck is provided on Figure 3-12, Lifeguard Operations Building – Public View Deck. The Three-Story design option would be approximately 623 square feet in size, would extend 31 feet from the existing North Pacific Street sidewalk, and with a width of 40 feet. This public view deck would be placed on the roof of the Lifeguard Operations Building's third floor. The Modified Three-Story design option would also incorporate a public view deck on the roof of the Lifeguard Operations Building's third floor. However, this viewing deck would only involve a short extension from North Pacific Street over the plaza area below. The proposed width of this view deck would span the distance from the northern edge of the north pier bridge to the southern edge of the south pier bridge and would require some modification to the interior pier bridge railings (Figure 3-12) These proposed view decks would provide the public with added space to enjoy views of the ocean and surrounding area.
4. **First Aid and Stingray Treatment Area.** A new First Aid Patio and Stingray Treatment Area on the south side of the Lifeguard Headquarters is proposed. This treatment area would provide walk-up access to a first aid window built into the Lifeguard Headquarters. This walk-up window first aid concept would offer increased

visibility to the public from The Strand and from the beach, would provide better security, and would be more easily accessible for emergency response vehicles. An additional Stingray Treatment Area is also proposed to be tucked underneath the Pier Bridges on the southwest side, adjacent to the Lifeguard garage and within the existing bridges footprint. This space would utilize removable fencing to provide privacy for individuals being treated for injuries.

5. **Visitor-Serving Leased Commercial Space.** Both design options for the lower level of the new east Lifeguard Operations Building would maintain a low-cost visitor-serving leased restaurant space consistent with the City's Local Coastal Program. The new space would be approximately 700 square feet, which would be larger than the current 612 square foot space.
6. **Public Plaza.** An enhanced public patio area is proposed in front of the visitor-serving leased restaurant space at the new east Lifeguard Operations Building. The patio would be raised one foot above the plaza level to match the new Lifeguard Operations Building, offering a subtle partition from the rest of the pier plaza while providing sea level rise resilience. The Modified Three-Story design option would include a larger public plaza area more consistent with the original built configuration.
7. **Landscaping.** Existing landscaping would be removed and replaced, consistent with the City's Landscape Development Manual. A new landscaping concept plan prepared during the design development process would be intended to unify the coastal aesthetic of the various Project components. Landscaping would be designed to maximize circulation and flexible site use opportunities. Site lines and visibility would be maintained to support public safety and Lifeguard Service operations. The plant palettes would feature native and drought tolerant species appropriate for coastal exposure.

The proposed improvements to the community plaza would contribute to achieving all of the Project objectives,

Junior Seau Beach Community Center

As part of Alternative 1, three design options were assessed and evaluated, including a range of minor interior and exterior improvements to major additions and renovations. These design options were evaluated in comparison to and based on the existing building elevation near sea-level, Proposition A height restrictions, public feedback and community sentiment, and potential development/improvement challenges associated with coastal permitting and CEQA approval.

Design Option 1: Renovation/Refurbishment, Minor Non-Structural Improvements

Consistent with the introductory discussions provided in Section 3.2.9 Beachfront Facilities Phase II, Design Option 1 proposes cosmetic and non-structural improvements to the JSBCC, including: repair/replacement of floor, wall, ceiling and building finishes, new energy efficient glazing within existing building openings, new doors and door hardware and new building interior and exterior code required and building identification signage. Design Option 1 would also include code required disabled access improvements, including path of travel modifications to the building entrance and replacement of existing restrooms (Figure 3-13, Junior Seau Beach Community Center – Preferred Design Option 1 – Renovation/Refurbishment, Minor Structural Improvements). Mechanical, plumbing and lighting systems may also require upgrade and that new electrical service is to be provided to the building in order to remove the existing sidewalk mounted transformer that blocks access to the building entrance. A more detailed description of the proposed improvements is provided below.

Interior and Cosmetic Improvements

As discussed above, Design Option 1 proposes interior and cosmetic improvements that would increase the lifespan of the JSBCC facility and allow for additional programming. These improvements would include the following:

- Insulated solar glazing to replace existing windows and aged translucent clerestory panels to improve energy performance and increase indoor natural light
- Concrete entrance plaza and tree grates; removal of the existing planter
- Public art commemorating Junior Seau
- Exterior and interior wall finish to include patching, repair, and repainting. Interior ceiling and floor finishes, including refinishing of the existing gymnasium flooring
- Interior and exterior doors and code compliant accessible door hardware
- Kitchen equipment and casework; ADA restrooms
- Room identification, wayfinding, and building identification signage
- Upgrades to fire/life safety systems, including upgrade or replacement of the existing fire alarm and smoke detection system; new California Title 24 compliant LED lighting and controls
- Audiovisual, data, network, and information technology infrastructure and end-user equipment
- Refinish of the existing parking lot to include re-striping of required van accessible parking space and provision for electric vehicle parking
- Sidewalks at the building perimeter to include a compliant path of travel and code-conforming cross slopes and new sidewalk curb cuts to meet current disabled access codes
- Reconfiguration of existing storm drainage systems

Electrical, Heating, Ventilation, and Air Conditioning (HVAC)

Under Alternative 1, the JSBCC would also undergo electrical, heating, ventilation, air conditioning, and plumbing improvements. The Project may involve the installation of a new electrical transformer and a new main switch to replace the entrance sidewalk mounted transformer. The Project also may include HVAC improvements for the main gymnasium space, classrooms, offices, and reception areas, AV/IT room, electrical room, restrooms, and storage areas.

The improvements proposed as part of Design Option 1 would be consistent with and support the applicable goals defined as part of Objectives 1, 2, 5, and 7-12 through preservation, enhancement, and modernization of public facilities.

Design Option 2: Full Renovation/Building Addition

Design Option 2 proposes most of the same improvements described above under Design Option 1 but with a single-story building addition along the east side of the JSBCC. The building addition proposes extending the building footprint to the east that would require encroachment into the existing coastal bluff to accommodate a new kitchen and restrooms, along with new mechanical and storage rooms. This proposed building addition would also include a planted roof providing a new rooftop park connecting to the existing North Pacific Street sidewalk. The new mechanical and storage rooms would address existing functional deficits, open up the space currently used for those functions, and provide for an expansion of the internal renovations (larger classrooms) and enhancements (Figure 3-14, Junior Seau Beach Community Center – Design Option 2, Full Renovation/Building Addition). This

range of improvements, including the building addition and rooftop park, would require complete structural upgrade of the existing facility to bring the building up to current codes. While the proposed improvements would include many of those also proposed under Design Option 1, there were clear community preferences voiced that preserving the existing building in its current configuration and footprint was important regardless of any potential benefits that might be realized with an enlarged and re-configured building.

Additionally, Design Option 2 would be inconsistent with the combination of two of the Project objectives, specifically Objectives 5 and 8. The provision of long-term investment and revitalization (Objective 5), and the additional community recreation programming and parking at the beachfront that accounts for long-term sea level rise (Objective 8) would be compromised with the level of proposed improvements and expansion under Design Option 2. As discussed above and throughout this project description the beachfront location must account for sea level rise and the balance of investment in improvements that would be subject to potential future sea level rise conditions. The City recognizes that drawing from this potential scenario the level of facility hardening and investment that would be required to provide resiliency against those potential future conditions would not be a viable undertaking. There is also an inconsistency with Objective 10, which identifies the need for public facility investment and modernization while in the context of also addressing the character of the original facility. The JSBCC character was identified as an important factor during the public engagement process (Section 3.2.7 Public Outreach, Coordination, and Engagement) with strong sentiment to preserve the building in its existing size and configuration. The JSBCC is in need of improvements; however, the make-up and extent of those improvements must be balanced with the costs, project development, approval complexity and timeline, performance and resiliency in a potential sea level rise condition, and the public's clearly stated sentiments to preserve the original character. For the above-mentioned reasons Design Option 2 has been eliminated from further consideration and is not being analyzed as part of this Draft PEIR.

Design Option 3: Expansive Renovation/Building Addition and Increase Height

Design Option 3 proposes an expanded set of renovations and interior improvements, along with an addition to the building along the east and north sides, along with both a second story addition and overall increase in building height, massing, and floor area. The expanded renovations would include many of the same improvements described under Design Option 2, but also with building additions including enlarged classrooms throughout. A second story comprising three large classrooms over the existing parking lot as part of the northern building addition and a new mechanical room over eastern building addition would also be features of this design option (Figure 3-15, Junior Seau Beach Community Center – Design Option 3, Full Renovation/Building Addition [Building Addition/Rooftop Park]). The first floor of the eastern building addition would include additional storage and office space, restrooms, a kitchen, and a staircase and elevator up to the second floor. Similar to Design Option 2, the entire roof of the second-story building additions to the north and east, would be a planted rooftop park accessible from North Pacific Street. The building would also include enlarged window openings and a raised roof structure over the basketball court.

In concert with the overall building height increases, Design Option 3 also evaluated the inclusion of a regulation high school basketball court. The current court is undersized and does not have the vertical or horizontal court clearances required. In order to accommodate this proposed improvement, the front half of the building would have to be demolished and a new structural system with a wider span and taller columns added at the southern end of the building. The new court would be shifted to the south, which would also allow for the floor area previously devoted to the stage on the north side to be used for new, slightly larger, and better configured recreation classrooms. The existing stage would be demolished with retractable seating and a moveable stage used in replacement. The interior areas to the west of the shifted court, former classrooms, would be revised into social

and circulation space, along with a new community center entrance facing The Strand. As referenced above, this set of proposed improvements would result in a taller structure that would exceed the height limit prescribed by Proposition A. The potential solution to the height restriction evaluated would have been to lower the ground floor of the building; however, that option was not considered further based on the potential for sea level rise.

Each of the key points discussed above under Design Option 2, including the Objective inconsistencies, the need to balance the improvements in the context of cost, approval complexity and timeline, sea level rise performance and resiliency, and public sentiments to preserve the original character of the JSBCC would all be applicable to Design Option 3. For the above-mentioned reasons Design Option 3 has been eliminated from further consideration and is not being analyzed as part of this Draft PEIR.

Junior Seau Amphitheater and Bandshell

As discussed above, the amphitheater seating and bandshell are approaching or have reached the end of useful life and are in need of replacement. Therefore, under Alternative 1, the Project includes the demolition and reconstruction of the outdoor stepped amphitheater and bandshell, along with new plaza area, landscaping, and site stairs and pedestrian ramps. Detailed descriptions of the design options and improvements considered is provided below.

Junior Seau Amphitheater

As part of Alternative 1, three design options were assessed and evaluated for the Junior Seau Amphitheatre to include new seating configuration that provides equivalent seating capacity. The existing amphitheater seats approximately 1,500 at the concrete benches and accommodates another 1,000 at the Strand-level seating area for a total of 2,500 seats.

Design Option 1: Larger Terraces

Design Option 1 proposes expansive terraces that would be accessible from North Pacific Street and intended to manage the flow of large crowds attending events. The south terrace, situated adjacent to a proposed elevator for disabled access, would offer a spacious area designated for ticketing and will-call activities, streamlining event logistics. Although these terraces offer picturesque views of the beach, some concerns have been raised about their potential to obstruct ocean views from vehicles traveling along North Pacific Street.

To address these concerns, a revised seating option was explored. This design retains the larger terraces along North Pacific Street and the site elevator, but it would also introduce two additional flanking terraces, which would be landscaped and include seating areas. These grass terraces would provide an alternative way for attendees to enjoy performances or events. However, there has been some apprehension from the community that when not in use, these grassy areas could become an attractive nuisance, potentially detracting from their overall functionality and aesthetic appeal.

Design Option 1 would align with several key objectives aimed at enhancing public spaces and supporting community needs. By proposing expansive terraces easily accessible from North Pacific Street, it addresses Objective 1 and 2 by improving public facilities and recreation areas, ensuring functionality for large crowds, and enhancing the overall experience for eventgoers (Figure 3-16, Junior Seau Amphitheater – Design Option 1, Larger Terraces). The landscaped terraces would enhance the visual quality of the City of Oceanside's urban environment (Objective 4). The south terrace's integration with the proposed elevator would demonstrate a commitment to ADA

compliance and accessibility (Objective 5 and 10) and promoting long-term investment in public spaces and safety. The introduction of additional landscaped grass terraces would offer a relaxed setting for enjoying performances, aligning with focus on creative placemaking and cultural vitality (Objective 9). Objectives 10 through 12 would be met through preserving coastal access and modernizing public facilities which promote public art while maintaining their character. However, this design option was removed from further consideration due to a combination of the concerns raised and discussed above, along with the visual appeal of the amphitheater altered in an undesirable manner and will therefore not be evaluated further in this Draft PEIR.

Design Option 2: Reduced Profile

Design Option 2 proposes a more streamlined profile for the Junior Seau Amphitheater by removing the extended terraces from Design Option 1 but would still incorporate a disabled access elevator. This design has been well-received for its emphasis on "greening" the venue, which would enhance the environmental integration of the space. The seating configuration in this option remains similar to that of Design Option 1. Instead of the extended terraces, this option would feature sloped planters that follow the natural profile of the coastal bluff (Figure 3-17, Junior Seau Amphitheater – Design Option 2, Reduced Profile). The disabled access elevator would be positioned to the south of North Pacific Street, to ensure convenient access for all attendees.

Through these features, Design Option 2 would effectively address Objectives 1-5 and 9-12 by adopting a streamlined profile that emphasizes environmental integration and accessibility. The removal of the extended terraces, replaced by sloped planters that blend with the coastal bluff, aligns with Objective 1 and 2 by maintaining a focus on public spaces while enhancing the area's aesthetic. The reduced profile would further enhance the visual quality of the urban environment and coastal scenic resources (Objective 3 and 4). By integrating seating configurations that respect the natural landscape, this option also contributes to enhancing Oceanside's cityscape through creative placemaking (Objective 9). The continued inclusion of a disabled access elevator would ensure compliance with ADA requirements and address accessibility concerns (Objective 5 and 10). Additionally, the design maintains and enhances coastal access and provides accommodations for local art (Objective 11 and 12). However, based on many of the same concerns discussed under Design Option 1, Design Option 2 has been removed from further consideration and will not be evaluated further in the Draft PEIR.

Design Option 3: Reduced Profile and Elevator Relocation

Design Option 3, the latest design option evaluated, was introduced due to community input during the community outreach processes (Section 3.2.7 Public Outreach, Coordination, and Engagement). Design Option 3 is similar to Design Option 2; except this option proposes the relocation of the disabled access elevator. Design Option 3 would also reduce the front-to-back depth of the flanking entrance/exit terraces an additional four feet at North Pacific Street.

Under Design Option 3, the reconstructed amphitheater would seat 1,419 new bench seating and 26 wheelchair seats; 312 seats would be accommodated at the Strand Level seating area; therefore, the reconstructed amphitheater would include a total of 1,757 seats. Wheelchair seats would be distributed throughout the facility as required by code and provide sight lines for wheelchair guests that allow view over standing guests. Increased aisle width would be included for comfort, safety, and emergency egress code requirements. An additional 13,638 square feet of floor area on two levels includes storage, event production space, a green room, dressing rooms, utility support rooms, and restrooms designed for events is located under the new amphitheater seating (Figure 3-18.1, Junior Seau Amphitheater – Preferred Design Option 3, Reduced Profile and Elevator Relocation

and Figure 3-18.2, Junior Seau Amphitheater – Preferred Design Option 3, Reduced Profile and Elevator Relocation).

As discussed above, proposed improvements of Design Option 3 include a new site ramp to serve the amphitheater that would extend south of the seating area and would be located in the bluff area to the east of the Beach Operations Center. The ramp would provide access to the mid-tier cross aisle and to the relocated venue elevator that would provide access to the Strand-level seating area and stage. Massing of the amphitheater would be designed to retain the profile of the coastal bluff it abuts and the general configuration and dimension of the existing amphitheater. Similar to Design Option 2, improvements proposed as part of Design Option 3 would be consistent with and support the applicable goals defined as part of Objectives 1-5 and 9-12 through preservation, enhancement, and modernization of the public facilities and is the recommended design option from the Phase II Beachfront Feasibility Study.

Junior Seau Bandshell

Under Alternative 1, the existing Junior Seau Bandshell would be demolished and reconstructed. Three design options were analyzed and evaluated including varying heights and visual changes.

Design Option 1: Open Bandshell

Design Option 1 introduces the concept of an open bandshell, which would be designed to enhance coastal views through strategically placed openings in the back walls (Figure 3-19, Junior Seau Bandshell – Design Option 1, Open Bandshell). This approach aimed to minimize the solid wall area, thereby visually reducing the bandshell's overall mass. This design option garnered positive feedback from many in the community who appreciate the improved sightlines and aesthetic appeal.

By incorporating strategically placed openings in the back walls, minimizing solid wall area, Design Option 1 would effectively address Objectives 1-4 and 9 through creating an aesthetically pleasing public facility that would maximize views of the coastal setting. The improved sightlines would contribute to a more engaging and culturally vibrant space. The open-bandshell design would support Objective 5 and 10 by facilitating long-term investment in revitalizing public spaces and modernizing the venue while preserving its character. Additionally, the design would uphold the goals of preserving coastal access (Objective 11) and restore a space for community art (Objective 9 and 12). However, there were concerns raised among some members of the community about potential acoustic challenges and impacts of ocean winds on performance experiences. Given the primary objective of the bandshell to provide and promote performances with a design that improves performance acoustics and the public concerns raised, the design details regarding openings in the bandshell were eliminated from further evaluation.

Design Option 2: Full Height Bandshell (Exceeds Proposition A)

Design Option 2 proposes a full/optimal height bandshell, which would be approximately 36 feet tall. This height is a guideline based on current industry standards and is recommended to meet the needs of the types of functions held at the bandshell. A full height bandshell would provide the optimal stage volume and would incorporate all lighting and sound systems while maintaining optimal vertical clearance at the stage. The full height bandshell would exceed North Pacific Street by approximately six feet.

This design would support Objective 1 and 2 by enhancing functionality of the public space and ensuring that the bandshell would accommodate the optimal stage volume for diverse performances. By adhering to industry

guidelines, this option demonstrates a commitment to modernizing public facilities (Objective 10) while ensuring that the bandshell is equipped to handle its intended uses effectively. This design would offer opportunities for integrating public art and creative elements through enhancing the utility of the bandshell (Objective 9 and 12). Although, a taller bandshell would require a ballot measure to approve an exception to the height restrictions established by Proposition A (Figure 3-20, Junior Seau Bandshell – Design Option 2, Full Height Bandshell [Exceeds Proposition A]). This inconsistency with Proposition A, the complexity of processing an amendment to the ballot measure, and the corresponding public opposition has resulted in the Design Option 2 being removed from further consideration as part of this Draft PEIR.

Design Option 3: Reduced Height and Closed Bandshell (Complies with Proposition A)

Design Option 3 proposes the bandshell be capped below the elevation of North Pacific Street and would not require an exception to Proposition A. This option would be designed to increase the stage volume as compared to the existing bandshell and would include upgrades to electrical power, lighting, and audiovisual infrastructure to support the wide variety of events at the amphitheater, including cultural festivals, musical events, and theatrical performances (Figure 3-21, Junior Seau Bandshell – Preferred Design Option 3, Reduced Height and Closed Bandshell [Complies with Proposition A]). The bandshell total height would be approximately 29 feet above the Strand level. The Project also includes two new light standards on the amphitheater parcel at each end of the amphitheater seating area. The light standards would be designed to support site area lighting and technical stage lighting that would be needed to light the bandshell stage front. The Strand-level seating area would include a wider sidewalk to accommodate the large volume of people entering and exiting the venue. This would allow spectators to view the stage during an event, from the sidewalk, without entering the amphitheater seating area. The Strand vehicular right-of-way would be maintained as existing for the entire length site. Restricted vehicle access for production vehicles, police, lifeguard, and emergency vehicles across the site remains in place.

Design Option 3 meets several key objectives by proposing a bandshell that remains below the elevation of North Pacific Street, avoiding the need for exceptions to Proposition A while enhancing its functionality and infrastructure. This design address Objective 1 and 2 by increasing stage volume and upgrading essential elements like electrical power, lighting, and audiovisual systems to support a diverse range of events. By reducing the bandshell's height below the elevation of North Pacific Street, Design Option 3 would enhance coastal views and the visual quality of Oceanside's urban environment by ensuring unobstructed sightlines (Objective 3 and 4). Keeping the bandshell's height at approximately 29 feet aligns with Objective 5 and 10, ensuring compliance with regulations while contributing to the long-term revitalization of public spaces and modernizing the facility while preserving its original character. The inclusion of new light standards and a wider sidewalk would accommodate large crowds and would improve accessibility (Objective 11). Similar to the other designs, Design Option 3 would open opportunities for public art, which would enrich the cultural vibrancy without compromising the site's functionality or aesthetic appeal (Objective 9 and 12). Given these considerations, this design option is recommended for its effective balance of regulatory compliance, modernization, and preservation of public space character.

8.4.1.2 Relation to Project Objectives

The proposed Pier View Way Bridges, Lifeguard Headquarters, Lifeguard Operations Building, and Community Plaza Area improvements would contribute to achieving all of the Project objectives. The proposed JSBCC improvements would be consistent with and support the applicable goals defined as part of Objectives 1, 2, 5, and 7-12 through preservation, enhancement, and modernization of public facilities. The proposed Junior Seau Amphitheater and

Bandshell improvements would be consistent with and support the applicable goals defined as part of Objectives 1-5 and 9-12 through preservation, enhancement, and modernization of the public facilities.

8.4.2 Alternative 2

8.4.2.1 Alternative Description

Alternative 2 includes all of the components described under Alternative 1 along with development of Betty's Lot which would be assessed at the program-level wherein specific project details have only been developed at the conceptual level. The potential environmental impacts associated with the conceptual development of the Betty's Lot site would be disclosed and additional analysis would be required in a subsequent CEQA document that would be prepared once certain project-level details are known. Under this alternative, the PEIR will assess Betty's Lot improvements at the program-level by analyzing a broad-based proposed suite of project components.

Betty's Lot

Development of Betty's Lot (Figure 3-22, Betty's Lot – Existing Conditions) has been only studied as a long-range possibility. Consideration of Betty's Lot as a site for improvements would require future conceptual design. However, such programmatic design may include the following components: community recreation classrooms, Strand-level parking spaces, a mid-level park (between North Pacific Street and The Strand), as well as multi-use surface courts. Future design considerations may include maintaining the beach view, access, and parking from North Pacific Street as well as sea-level-rise resilience. The following components are described to memorialize a potential suite of future design phase concepts to inform program-level environmental assessment (Figure 3-23, Betty's Lot Concept Design Strand Level Plan (Alternative 2), Figure 3-24, Betty's Lot Concept Design Mid-Level Plan (Alternative 2), and Figure 3-25, Betty's Lot Concept Design Street Level Plan (Alternative 2)). As summarized above, these components would require project-level review once design details are further defined and confirmed.

Strand-Level Parking Structure

A parking structure is considered at Strand-level, at-grade, to maintain the existing number of parking spaces or possibly increase the number of parking spaces. The structure would be open to the west side of Betty's Lot to the beach view and north toward the Beach Operations Center. This structure would include a large area for storage as well as larger waste/recycling areas to accommodate beachfront activities and events. This parking structure would allow for additional community space, park space, and amenities to be built on its roof. This parking structure would be developed to accommodate potential sea-level-rise conditions.

Mid-Level Park and Community Amenities

A new mid-level would be made available as a result of the Strand-level parking structure. This level would likely support community amenities and park space. New open park space, multi-purpose courts, community recreation classrooms, storage, and site ramps and stairs connecting this level to the Strand level and North Pacific Street are considered possibilities. A mid-level central open space area may be used for a variety of functions including as an event area or simply as a place to congregate for beachgoers.

Street-Level Pedestrian Improvements

As mentioned above, stairs and accessible site ramp would provide access from the mid-level park and amenities to and from the North Pacific Street. At street level, new sidewalks and paths may be developed to improve connectivity and pedestrian safety. Water vistas from North Pacific Street would be maintained.

8.4.2.2 Relation to Project Objectives

As presented above, the proposed Alternative 2 improvements would contribute to achieving all of the same project objectives defined under Alternative 1 with the Betty's Lot improvements being consistent with and supporting the applicable goals defined as part of Objectives 1–5, 7–8, and 10–11 through providing, enhancing, facilitating, and investing in additional community recreation programming of the public facilities.

8.4.3 No Project Alternative

8.4.3.1 Alternative Description

Under the No Project Alternative, the public facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used, as is and under existing conditions, as described in the Project Description, Section 3.2, Existing Facilities. Consistent with above discussion (Section 8.2.1 Project Objectives) the Project objectives are associated with preserving, restoring, reconstructing, and enhancing the City's existing coastal facilities. If the proposed improvements to these coastal public facilities are not implemented, the City's ongoing maintenance and damage management efforts will continue. The existing issues with long-term durability, functionality, and seismic safety would continue unabated, potentially resulting in the need to reevaluate continued investment and utilization. Additionally, given the age of these facilities, the City would likely see an increase in overall maintenance costs and may be required to assess the potential need for closure of all or major portions of these facilities due to public safety concerns.

8.4.3.2 Relation to Project Objectives

The No Project Alternative would not provide any of the proposed enhancements, renovations, or reconstructions proposed for implementation. Therefore, this alternative would not meet any of the Project objectives.

8.5 Environmentally Superior Alternative

Table 8-1 provides a qualitative comparison of the impacts for each Alternative compared to the proposed Project. As shown in Table 8-1, while the No Project Alternative would eliminate all of the potentially significant impacts identified for the project, those impacts are predominantly construction related and temporary in nature. The post construction scenario for the build alternative (Alternatives 1) would result in a betterment to the existing coastal public facilities within their existing locations and overall footprints. However, based on CEQA Guidelines, the No Project Alternative would qualify as the environmentally superior alternative. Again, as mentioned above, the No Project Alternative would not meet most of the project objectives (Section 8.2.1 Project Objectives) which are associated with preserving, restoring, reconstructing, and enhancing the City's existing coastal public facilities. CEQA Guidelines Section 15126.6(e)(2) states that if the No Project Alternative is identified as the environmentally superior alternative, then an environmentally superior alternative should be identified among the other alternatives.

Additionally, under the No Project Alternative, the public facilities would remain in their existing condition with none of the proposed enhancements, renovations, or reconstructions implemented. These facilities would continue to be used, as is and under existing conditions, as described in the Project Description, Section 3.2, Existing Facilities. If the proposed improvements to these coastal public facilities are not implemented, the City's ongoing maintenance and damage management efforts will continue. The existing issues with long-term durability, functionality, and seismic safety would continue unabated, potentially resulting in the need to reevaluate continued investment and utilization. Additionally, given the age of these facilities the City would likely see an increase in overall maintenance costs, and may be required to assess the potential need for closure of all or major portions of these facilities due to public safety concerns.

Table 8-1. Comparative Summary of Alternatives Under Consideration and Proposed Project

Environmental Topic	Proposed Project (Alternative 1)	Betty's Lot (Alternative 2)	No Project (No Build) (Alternative 3)
Biological Resources	LTSM	LTSM (Increased)	No Impact (Reduced)
Cultural Resources	LTSM	LTSM (Similar)	No Impact (Reduced)
Geology and Soils	LTSM	LTSM (Similar)	No Impact (Reduced)
Hazards and Hazardous Materials	LTSM	LTSM (Similar)	No Impact (Reduced)
Noise	LTSM	LTSM (Similar)	No Impact (Reduced)
Tribal Cultural Resources	LTSM	LTSM (Similar)	No Impact (Reduced)

Note: Impact Status: LTSM = Less than Significant with Mitigation.

Consistent with CEQA Guidelines, as presented above, the proposed Project (Alternative 1) has been identified as the Environmentally Superior Alternative. Through the comparative analysis conducted Alternative 1 would reduce the identified potentially significant impacts to less than significant levels for biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise and tribal cultural resources. As outlined above, Alternative 1 would address the identified need for improvements to the existing coastal public facilities through enhancements, renovations, or reconstruction, thereby preserving the continued and long-term use of these facilities. Alternative 1 would also address the City's need reduce the level of ongoing maintenance and the removal of damaged elements and features. Alternative 1 would provide for long-term durability, functionality, and seismic safety. Additionally, given the age of the existing facilities the potential need for closure of all or major portions of these facilities due to public safety concerns would be eliminated. Finally, the post construction scenario for Alternatives 1 would result in a betterment to the existing coastal public facilities within their existing locations and overall footprints.

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Chapter 7: Other CEQA Considerations

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Chapter 8: Alternatives

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Chapter 9: List of Preparers

There are no references cited in this chapter.

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