Draft
Supplemental Environmental Impact Report

August 2021

OCEANKAMP

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Lead Agency:
City of Oceanside
300 N. Coast Highway
Oceanside, CA 92054

Prepared for:
O'Side Partnership, LLC
P.O. Box 7295
Rancho Santa Fe, CA 92067

Prepared by:
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7578 El Cajon Blvd.
La Mesa, CA 91942

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ADA	American Disability Act
ADT	average daily traffic / average daily trips
AIA	airport influence area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
APN	Assessors' Parcel Numbers
Basin Plan	Water Quality Control Plan for the San Diego Basin
BMP	best management practice
CAA	Clean Air Act
CAD	Computer Aided Design
CadnaA	Computer Aided Noise Abatement
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CC	Community Commercial
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Oceanside
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
COP	Coefficient of Performance
County	San Diego County
CUP	Conditional Use Permit
CY	cubic yard(s)
dB	decibel
dBA	A-weighted decibel
DHS	Department of Health Services
District	Oceanside Unified School District
DOC	California Department of Conservation
DU	Dwelling unit
du/ac	dwelling units per acre

EIR	Environmental Impact Report
EMS	Emergency Medical Service
F	Fahrenheit
FAA	Federal Aviation Administration
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
GDM	General Design Memorandum
General Plan	City of Oceanside General Plan
GHG	greenhouse gas
gpd	gallons per day
HCP	Habitat Conservation Plan
HELIX	HELIX Environmental Planning, Inc.
HVAC	heating, ventilation, and air conditioning
Hz	Hertz
I-	Interstate
IBC	International Building Code
IEC	Infrastructure Engineering Corporation
ISE	Investigative Science and Engineering, Inc
ISO	Insurance Service Office
ISZ	Inner Approach/Departure Safety Zone
ITZ	Inner Turning Zone
kBtu	Kilo-British thermal units
kHz	kilohertz
kV	kilovolts
kW	kilowatt
L_{DN}	Day Night sound level
LED	light-emitting diode
L_{EQ}	one-hour average sound level
LF	linear feet
LLG	Linscott, Law & Greenspan, Engineers
LOS	Level of Service
LRA	Local Responsibility Area
LTS	Local Transportation Study
MHCP	Multiple Habitat Conservation Program
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
mPa	micro Pascal
mph	miles per hour
MPO	Metropolitan Planning Organization
MT	metric ton

N_2O	nitrous oxide
NAHC	Native American Heritage Commission
NCTD	North County Transit District
NO	nitric oxide
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NSLU	noise sensitive land use
OPD	Oceanside Police Department
OPR	Governor's Office of Planning and Research
OSZ	Outer Approach/Departure Safety Zone
Pavilion FEIR	The Pavilion at Oceanside Final Environmental Impact Report
PCC	Portland cement concrete
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
PPV	peak particle velocity
PRC	Public Resources Code
PV	photovoltaic
RAQS	Regional Air Quality Strategy
RPZ	Runway Protection Zone
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SAP	Subarea Plan
SB	Senate Bill
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDG&E	San Diego Gas & Electric
SEIR	Supplemental Environmental Impact Report
SF	square foot
SGOA	Smart Growth Opportunity Area
SIP	State Implementation Plan
SO_2	sulfur dioxide
SPL	sound pressure level
SR	State Route
SRP	Science Review Panel
Subarea Plan	Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan
SWQMP	Storm Water Quality Management Plan
SWRCB	State Water Resources Control Board
TAZ	Traffic Analysis Zone
T-BAT	Toxics-Best Available Control Technology

TCR	Tribal Cultural Resource
TIA	Traffic Impact Analysis
TM	Tentative Map
TNM	Traffic Noise Model
TPA	Transit Priority Area
TPZ	Traffic Pattern Zone
U.S.	United States
UBC	Uniform Building Code
USACE	U.S. Army Corps of Engineers
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
UWMP	urban water management plan
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound
VRF	Variable Refrigerant Flow
WCPZ	Wildlife Corridor Planning Zone
WRCC	Western Regional Climate Center
WSA	Water Supply Assessment
Zero Waste Plan	Zero Waste Strategic Resource Management Plan

SUMMARY

S.1 PROJECT SYNOPSIS

This summary provides a brief synopsis of the Draft Supplemental Environmental Impact Report (SEIR) for the Ocean KAMP Project (Project or proposed Project), prepared in compliance with the California Environmental Quality Act (CEQA), and includes (1) a description of the Project and its components; (2) the results of the environmental analysis contained within this EIR; (3) the major areas of controversy and issues to be resolved by the decision-makers; and (4) the alternatives to the Project that were considered. This summary does not contain the extensive background and analysis found in the SEIR. Therefore, the reader should review the entire EIR to fully understand the Project and its related environmental consequences.

As the CEQA Lead Agency, the City of Oceanside (City) has the primary responsibility for evaluating the environmental effects of the Project and is considering approval or disapproval of the Project in light of these effects. As required by CEQA, this EIR: (1) describes the Project, including its location, objectives, and features; (2) describes the existing conditions at the project site and surrounding areas; (3) analyzes the direct, indirect, and cumulative adverse physical effects that would occur to the existing conditions if the Project is implemented; (4) identifies feasible means of avoiding or substantially lessening the significant adverse effects, if available; (5) provides a determination of significance for each impact after mitigation is incorporated; and (6) evaluates a reasonable range of feasible alternatives to the Project that would obtain most of the basic project objectives and avoid or substantially lessen a significant project-related impact.

S.2 PROJECT LOCATION AND SETTING

The Project site encompasses approximately 92 acres located at 3480 Mission Avenue, Oceanside, CA 92054. The Project site is located north of Mission Avenue and State Route (SR) 76, immediately east of Foussat Road and west of Fireside Street. Surrounding land uses include the San Luis Rey River located north and west of the property, the Oceanside Municipal Airport to the west, Oceanside Fire Department Station No. 7 to the south (between SR 76 and Mission Avenue), the City's Mission Basin Groundwater Purification Facility located to the northeast, and a combination of single-family residential and commercial development and open space located to the east and south. The Project site is zoned Community Commercial (CC) with a Commercial General Plan Land Use Designation. The site was formerly developed with a drive-in movie theater and associated parking areas, and is now vacant, used weekly for a weekend-only swap meet and other periodic events. The property has been greatly disturbed and is largely covered with weeds, with a few scattered trees and patches of shrubs.

S.3 PROJECT OBJECTIVES

The following are the Project objectives for the purposes of this SEIR:

1. Provide for the reuse and redevelopment of the project site into a vibrant and active infill mixed use community in a single locale.

2. Create a unique mixed-use project including hotel with retail, commercial and recreational uses, as well as residential uses to serve Oceanside residents, persons visiting Oceanside, and users from surrounding communities.

3. Provide for a mix of land uses that promotes the City's vision for smart growth by reducing vehicle miles travelled and contributing to improved jobs-housing balance in the area.

4. Address the City's housing supply needs by providing approximately 700 additional housing units within the City, and allow for a broader range of housing through provision of multi-family units, to support City provision of housing supporting a variety of life stages/market rates.

5. Provide a resort that will draw visitors to the City and contribute to the City's General Fund through Transit Occupancy Tax.

6. Promote efficient use of land by developing a previously disturbed, infill property with a mixed-use development that incorporates energy efficient and sustainable features in an area currently served by existing utility infrastructure.

7. Implement the General Plan's economic goals and principles by enhancing the economic vitality of the City of Oceanside by providing additional revenues from this site through increased property taxes and sales taxes, increasing the City's opportunity to recapture citizens' sales tax expenditures.

8. Implement the General Plan by creating additional employment opportunities, including temporary construction-related employment and permanent retail, office and property management-related employment, that will also contribute towards the City's achievement of a jobs/housing balance.

S.4 PROJECT DESCRIPTION

The purpose of the proposed Project is to develop a mixed-use California lifestyle resort with associated shopping, retail, commercial and recreational opportunities, interspersed with residential and open space uses. The Project proposes approximately 36 acres of commercial uses within the central/ southwestern portion of the site and approximately 36 acres of residential uses within the northern and eastern portions of the site. The remaining 20 acres of the site are proposed to be preserved as open space, including a 4-acre stepping-stone wildlife corridor located along the eastern property boundary. Commercial uses are proposed to include a 300-key resort hotel, hotel conference buildings, a surf lagoon and beach club, and commercial buildings offering approximately 126,400 square feet (SF) of office, retail and restaurants. Total square footage of the resort, commercial, and conference facilities would total approximately 486,100 SF. A maximum of 700 multi-family residential dwelling units are proposed within nine residential lots located adjacent to the existing residential areas east and north of the Project site. The proposed Project residences would be integrated through vehicular, pedestrian and bicycle connections. The proposed Project would provide a number of parks linked by a series of trails to create an open space network of recreational areas.

S.5 SUMMARY OF SIGNIFICANT EFFECTS AND MITIGATION MEASURES THAT REDUCE OR AVOID THE SIGNIFICANT EFFECTS

Table S-1, *Summary of Significant Impacts and Mitigation*, located at the end of this section, identifies the significant impacts associated with the Project, includes mitigation measures to reduce and/or avoid significant environmental effects, and concludes if the impact would be mitigated to a level below significance with implementation of mitigation measures. This SIER identified two issue areas requiring additional mitigation beyond those required in the Pavilion FEIR: *Noise* and *Transportation and Traffic*. These additional mitigation measures are outline in Table S-1 below. The mitigation measures listed in Table S-1 are also discussed within each relevant topic area, and fully contained in Section 11.0, *Mitigation, Monitoring, and Reporting Program* along with the applicable Pavilion FEIR measures.

S.6 AREAS OF CONTROVERSY

The Project's Notice of Preparation (NOP) was originally distributed on February 14, 2020, for a 30-day public review and comment period. The NOP, public scoping meeting transcript, and comment letters are included in this EIR as Appendix A. A total of eight responses were received during the NOP public scoping period. The City also held a public scoping meeting for all public agencies, organizations, and interested parties to obtain information regarding the content and scope of the Draft SEIR consistent with Section 21083.9 of the Public Resources Code. The meeting was held on Tuesday, February 25, 2020. Responses to the NOP were received from the following:

- California Department of Transportation (Caltrans) regarding potential Transportation and Traffic impacts.
- Native American Heritage Commission (NAHC), San Diego County Archaeological Society, Inc, Rincon Band of Luiseño Indians, and San Luis Rey Band of Mission Indians regarding potential Cultural, Paleontological, and Tribal Cultural Resources impacts.
- Diane Nygaard regarding potential Greenhouse Gas and Transportation and Traffic impacts.
- Neil Hancock regarding potential Transportation and Traffic impacts.
- Ernest McCollick regarding potential Biological Resources, Noise, Population and Housing, and Transportation and Traffic impacts.

S.7 ISSUES TO BE RESOLVED BY DECISION-MAKING BODY

The City Council must review the Project and this EIR and determine if the Project or one of the alternatives presented in Chapter 8.0, *Project Alternatives*, should be approved and implemented. If the Project is selected for adoption, the City Council will be required to certify the Final EIR, determine whether and how to mitigate significant impacts, and adopt associated Findings pursuant to CEQA Guidelines Section 15091 for the following significant impacts identified in the EIR:

- Noise
- Transportation and Traffic

S.8 PROJECT ALTERNATIVES

Section 15126.6 of the CEQA Guidelines requires the discussion of "a reasonable range of 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 evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to "focus on alternatives to the project or its location, which are capable of avoiding or substantially lessening any significant effects of the project," even if these alternatives would impede to some degree the attainment of the project objectives.

In addition to the Project, the SEIR addresses in detail the following two alternatives per the above-noted CEQA requirements: the No Project Pavilion Reduced Project/Draft Subarea Plan Alternative and the Reduced Project Alternative evaluated in full in Chapter 8.0, *Project Alternatives*, of this document.

Alternative 1 – No Project - Pavilion Reduced Project/Draft Subarea Plan Alternative

Implementation of the Pavilion Reduced Project/Draft Subarea Plan Alternative would have similar impacts to those of the proposed Project. This alternative would have similar transportation impacts because although it would generate a higher vehicle miles traveled than the proposed Project, it would avoid the significant residential VMT impact. Additionally, this alternative would avoid the significant residential noise impact associated with the proposed Project. Overall, noise impacts would be slightly less under this alternative while transportation impacts would be similar.

Implementation of the Pavilion Reduced Project/Draft Subarea Plan Alternative would partially fulfill some of the objectives of the proposed Project. Specifically, this alternative would replace an empty lot with land uses that would enhance the economic vitality of the City. However, this alternative would not provide residential housing units to address the City's housing supply needs. The Pavilion Reduced Project/Draft Subarea Plan Alternative would only construct a shopping center, and would not create a mixed-use community that would benefit the City by providing resort and recreational uses. Therefore, the Pavilion Reduced Project/Draft Subarea Plan Alternative would accomplish some of the proposed Project objectives and to a lesser degree.

Alternative 2 – Reduced Project

Due to the reduced intensity and density of uses proposed in the Reduced Project Alternative, this alternative would result in slightly less impacts related to noise and transportation and traffic than the proposed Project. Implementation of this Alternative would fulfill most of the objectives of the proposed Project. Specifically, this alternative would replace an empty lot with land uses that would enhance the economic vitality of the City while reducing vehicle miles traveled in the area. This alternative would provide fewer residential housing units to address the City's housing supply needs. Therefore, the Reduced Project Alternative would accomplish most of the proposed Project objectives, but to a lesser degree.

Table S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION

Impact	Mitigation	Significance After Mitigation
Noise		
Mitigation measure NOI-1 is proposed reduce noise impacts to private residential exterior use areas to a less-than-significant level. Mitigation measure NOI-2 is proposed to reduce noise impacts to private residential interior use areas to a less-than-significant level.	**NOI-1 Exterior Use Area Noise Compliance**. Noise levels at private residential exterior use areas shall be reduced to 65 Community Noise Exposure Level (CNEL) or below. Once specific building plan information is available, additional exterior noise analysis shall be conducted for proposed residential exterior use areas that are expected to be exposed to a noise level of 65 CNEL or greater. Residences requiring analysis are those along the southern boundary of the Project site west of the intersection of Mission Avenue and Ocean Pointe Drive. The analysis shall determine the specific barrier heights and locations required to reduce exterior use area noise levels to below 65 CNEL. City review and approval of the proposed exterior use area noise compliance evaluation as well as applicable noise attenuation measures shall be completed prior to issuance of building permit. The noise barriers must be solid. They can be constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, as long as there are no cracks or gaps, through or below the walls. The walls can be made of composite wood with a solid lower section with a clear glass or plastic upper section to maintain views. Any seams or cracks must be filled or caulked. If wood is used, it can be tongue and groove and must be at least one-inch total thickness or have a density of at least 3.5 pounds per square foot. Where architectural or aesthetic factors allow, glass or clear plastic 3/8 of an inch thick or thicker may be used on the upper portion, if it is desirable to preserve a view. Sheet metal of 18-gauge (minimum) may be used if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind. Any door(s) or gate(s) must be designed with overlapping closures on the bottom and sides and meet the minimum specifications of the wall materials described above. The gate(s) may be of one-inch thick or better wood, solid-sheet metal of at least 18-gauge metal, or an exterior-grade solid-core steel door with prefabricated doorjambs. **NOI-2 Exterior-to-Interior Analysis.** Interior noise levels for the Project's proposed residences shall be demonstrated to not exceed 45 CNEL. Once specific building plan information is available, additional exterior-to-interior noise analysis shall be conducted for all proposed residences that are exposed to an exterior noise level of 60 CNEL or greater. Residences requiring	Less Than Significant

Impact	Mitigation	Significance After Mitigation
	analysis are those along the southern boundary of the Project site along Mission Avenue. The information in the analysis shall include wall heights and lengths, room volumes, window and door tables typical for a building plan, as well as information on any other openings in the building shell. With this specific building plan information, the analysis shall determine the predicted interior noise levels at the planned on-site residences. If predicted noise levels are found to be in excess of 45 CNEL, the report shall identify architectural materials or techniques that could be included to reduce noise levels to 45 CNEL in habitable rooms. City review and approval of the proposed exterior-to-interior noise analysis as well as applicable noise attenuation measures shall be completed prior to issuance of building permit. Air conditioning or mechanical ventilation systems shall be installed to allow windows and doors to remain closed for extended intervals of time so that acceptable interior noise levels can be maintained. The mechanical ventilation system would meet the criteria of the International Building Code (IBC; Chapter 12, Section 1203.3 of the 2001 California Building Code [CBC]).	
Transportation and Traffic		
The VMT per capita for the proposed residential use is greater than 85 percent of the regional average, with the project exceeding the significance threshold by 6.68 percent. Therefore, a significant transportation impact is calculated for the residential component of the Project.	**TRA-1 Improve Development Design**: Implement the guidelines outlined in California Air Pollution Control Officers Association's (CAPCOA) measure LUT-9: Improve Design of Development, which is applicable to residential projects in an urban or suburban area. The proposed Project shall improve the proposed design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments.	Less Than Significant

1.0 INTRODUCTION

The City of Oceanside, as the Lead Agency, has prepared this Draft SEIR to update the analysis presented in the Final EIR (FEIR) for The Pavilion at Oceanside (Pavilion FEIR), which was certified by the City on November 19, 2008 (State Clearinghouse No. 2006111033). This SEIR has been prepared in accordance with the California Environmental Quality Act (CEQA), as codified in California Public Resources Code (PRC) Section 21000 et. seq., and the State CEQA Guidelines in the Code of Regulations, Title 14, Division 6, Chapter 3, particularly CEQA Guidelines Section 15163, addressing Supplemental EIRs.

CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority. This SEIR evaluates the potential environmental impacts associated with implementation of the proposed Project located at 3480 Mission Avenue, Oceanside, CA 92054, in San Diego County (County).

1.1 PURPOSE AND INTENDED USE OF THE SEIR

An EIR is an informational document used in the planning and decision-making process. It is not the purpose of an EIR to recommend approval or denial of a project. CEQA requires the decision makers to balance the benefits of a project against its unavoidable environmental risks. If environmental impacts are identified as significant and unavoidable, the project may still be approved if decision makers determine that social, economic, or other benefits outweigh the significant and unavoidable impacts. In that case, a "statement of overriding considerations" is required (per Section 15093 of the CEQA Guidelines), stating the specific reasons for approving the project, based on information contained in the EIR and other information in the record.

This SEIR is a public document that evaluates the environmental effects associated with implementation of the Ocean KAMP Project, which is proposed within the previously approved Pavilion at Oceanside project (prior project) site. Pursuant to Sections 15162 and 15163 of the CEQA Guidelines, when it is determined that the proposed changes to a project, or changes in the circumstances under which a project will be undertaken, would result in new significant impacts not identified in the FEIR, or cause a substantial increase in the severity of significant impacts identified in the FEIR, preparation of an SEIR is required.

CEQA Guidelines Section 15163 states that an SEIR may be prepared if:

(a)(1) substantial changes would occur with respect to the circumstances under which the project is undertaken due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (pursuant to Section 15162(a)(2) of the State CEQA Guidelines), and

(a)(2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

The following provisions of Section 15163 also apply:

(b) The supplement to the EIR need only contain the information necessary to make the previous EIR adequate for the project as revised.

(c) A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.

(d) A supplement to an EIR may be circulated by itself without recirculating the previous draft of an FEIR.

(e) When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

Accordingly, an SEIR can be prepared if any of the conditions listed above would require preparation of a Subsequent EIR, and only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation. In this instance, conditions associated with ground disturbance are expected to be similar/identical to those assessed for the prior project, and in other instances (e.g., air quality) impacts are expected to be lessened. Confirmation of areas in which the prior assessment was wholly adequate are documented in the SEIR. Because impacts are expected to be generally the same or reduced, and new areas of discussion are expected to be few in number, a Supplemental EIR has been chosen as the CEQA document.

The Ocean KAMP Project SEIR is intended to serve as a supplement to the Pavilion FEIR where the currently proposed Project would result in environmental effects that are potentially greater than effects disclosed in that document. Modifications particularly relate to potential changes in proposed land uses associated with the new Project (i.e., mixed-use, including residential development, versus the primarily retail uses previously analyzed in the Pavilion FEIR) and/or where changes in regulations or City plans may require new analysis. Elements of the prior analysis that are unchanged will not be re-analyzed in the SEIR, but a summary discussion of those areas for which impacts remain the same or would be lessened is provided for the reader's use.

1.2 PRIOR ENVIRONMENTAL REVIEW

1.2.1 CEQA Analyses for The Pavilion at Oceanside

A prior EIR addressing development of the approximately 92-acre project site was prepared, circulated for public comment, and subsequently certified by the City on November 19, 2008 (State Clearinghouse No. 2006111033; hereafter referred to as the Pavilion FEIR). At the time of prior environmental review, the project site was largely vacant, used weekly for a weekend-only swap meet and other periodic events. A significant portion had been previously developed with a drive-in movie theater and associated parking areas, with undeveloped parts of the site being largely disturbed and weedy, with scattered trees and shrubs.

The prior project evaluated in the 2008 FEIR consisted of a 950,000-square foot (SF) shopping center with a variety of retail uses. The project application included a Tentative Parcel Map, Development Plan, five Conditional Use Permits (for movie theater, health club, and three drive-through uses), and an Underground Waiver request for the existing high-voltage electrical transmission lines located on the site. The Tentative Parcel Map proposed to divide the project site into 10 parcels for leasing purposes, where each commercial parcel included building, hardscape/landscape, and parking areas, and a mass grading permit allowing 496,000 cubic yards (CY) of imported fill was approved by the City to ensure proper drainage and installation of underground utilities to serve the proposed development.

Environmental analyses presented in the Pavilion FEIR addressed ground disturbing activities during grading and base site preparation, as well as environmental effects associated with construction and operation. Topical areas for which no impacts were identified included Agricultural Resources, Mineral Resources, Recreation, and Population/Housing. Topical areas for which less than significant impacts were identified included Aesthetics, Air Quality, Hydrology and Water Quality, Land Use, Public Services, and Utilities. The prior project was consistent with the General Plan land use and zoning designations of the property. It was therefore found to be population-serving rather than population-generating, and was identified as not having significant growth-inducing effects.

During City Council consideration of The Pavilion at Oceanside, the 88.3-acre Reduced Project/Draft Subarea Plan Alternative was approved for implementation as the Environmentally Preferred Project. Significant impacts were identified for the prior project related to Biological Resources, Cultural and Paleontological Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, and Transportation/Traffic (refer to the introduction to Chapter 4.0, *Environmental Effects Requiring Additional Analysis*, for a detailed discussion of the impacts). Mitigation measures and/or measures incorporated into Project design through conditions of approval were identified to reduce each of these potential impacts to less than significant levels.

Two topical areas were identified as having significant and unmitigable impacts that would not be reduced to less than significant levels even with implementation of required mitigation measures:

- Transportation/Traffic impacts relative to the roadway segments of North Douglas Drive between North River Road and Pala Road (constrained by the bridge over the San Luis Rey River, with right-of-way limitations identified in the City Circulation Element); and El Camino Real between Mesa Drive and Oceanside Boulevard (short-term impact during construction related to construction haul trucks).

- The prior project's incremental contribution to Global Climate Change.

Although mitigation measures were identified that would reduce transportation impacts to the identified segment of El Camino Real and the effects associated with climate change, these impacts were not identified as being mitigated to less than significant levels.

1.2.2 Application of Prior Analyses to the Proposed Project

Pursuant to Sections 15162 and 15163 of the CEQA Guidelines, a lead agency should limit an SEIR's discussion of environmental effects to specific issues where significant effects on the environment may deviate from those discussed in the previously certified EIR. This SEIR is intended to serve as a supplement to the Pavilion FEIR, focusing on issues where the currently proposed Project would result in environmental effects that are potentially greater than effects disclosed in the prior document. Modifications described in this SEIR particularly relate to the proposed changes in land uses associated with the Project and/or where changes in regulations or City plans may require new analysis. Impacts and conditions presented in the Pavilion FEIR serve as the primary basis of comparison for the SEIR analysis.

All proposed uses would occur within the graded impact footprint identified in the Pavilion FEIR The site is currently being graded in compliance with the prior approval and pursuant to required conditions of the prior project. Applicable mitigation measures have been, or are in the process of being, completed

pursuant to the Mitigation Monitoring and Reporting Program incorporated into the Pavilion FEIR. The existing nature of the site is shown on Figure 1-1, *Project Aerial*.

Overall, "footprint" impacts related to vegetation removal, potential for on-site hazardous substances, or other issues directly related to ground disturbance that has occurred subsequent to certification of the Pavilion FEIR have been adequately addressed and do not need new review. Consistent with CEQA Guidelines Section 15163, elements of the prior analysis that are unchanged are not re-analyzed in the SEIR, but a summary discussion of those areas for which impacts remain the same or would be lessened are provided for the reader's use. Please also see information on this in Section 1.5, *Organization of the SEIR*, below, and in Chapter 4.0, *Environmental Effects Requiring Additional Analysis*, of this SEIR.

1.3 ENVIRONMENTAL REVIEW PROCESS

1.3.1 Lead, Responsible, and Trustee Agencies

The public agency with the principal responsibility for carrying out or approving a project or the first public agency to make a discretionary decision to proceed with a proposed project should ordinarily act as the "lead agency" pursuant to CEQA Guidelines Sections 15050 through 15051. The City is the Lead Agency for the proposed Project evaluated in this SEIR. Before taking action to approve the proposed Project, the City (serving as the Lead Agency) has the obligation to: (1) ensure this SEIR has been completed in accordance with CEQA; (2) review and consider the information contained in this SEIR as part of its decision-making process; (3) make a statement that this SEIR reflects the City's independent judgment; (4) ensure that all significant effects on the environment are avoided or substantially lessened where feasible; and, if necessary (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or Project alternatives identified in this SEIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines Sections 15090 through 15093).

Additionally, CEQA Section 21104 requires that all EIRs be reviewed by responsible and trustee agencies (see also CEQA Guidelines Sections 15082 and 15086(a)). As defined by CEQA Guidelines Section 15381, the term "Responsible Agency" includes all public agencies other than the Lead Agency which have discretionary approval power over a project. A "Trustee Agency" is defined in CEQA Guidelines Section 15386 as a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California.

The Responsible and Trustee Agencies will use this SEIR in their discretionary approval process; approvals and/or permits required to be obtained for the proposed Project are identified in Chapter 2.0, *Project Description*. For the proposed Project, Responsible Agencies include the Airport Land Use Commission (ALUC), Federal Aviation Administration (FAA), California Department of Transportation (Caltrans), Federal Emergency Management Agency (FEMA), San Diego Regional Water Quality Control Board (RWQCB), U.S. Army Corps of Engineers (USACE), and U.S. Fish and Wildlife Service (USFWS). The California Department of Fish and Wildlife (CDFW) is also a Trustee Agency.

1.3.2 Notice of Preparation/Scoping Process of the Draft SEIR

Scoping is the public process conducted to solicit environmental concerns of individuals, organizations, and agencies about a proposed project. This allows the Lead Agency to adequately address these concerns within a project's environmental document. Scoping is an integral part of the CEQA process



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0 500 Feet

Source: Aerial (Nearmap 1/2020)

HELIX Environmental Planning

Project Aerial

Figure 1-1

because it allows interested parties to participate directly in the preparation of the environmental document, and to identify significant environmental effects and alternatives.

To initiate the public scoping process and in accordance with Section 15082 of the CEQA Guidelines, the City circulated a NOP of a Draft SEIR on February 14, 2020. The NOP was published in the San Diego Union Tribune, filed with the County Clerk, and submitted to the State Clearinghouse. The NOP was distributed to various governmental agencies and other interested parties. The 30-day public review period for the NOP ended at 5:00 p.m. on March 16, 2020. A total of six responses were received during the NOP public scoping period. Responses to the NOP were received from the following:

- Caltrans
- Native American Heritage Commission (NAHC)
- San Diego County Archaeological Society, Inc.
- Rincon Band of Luiseño Indians
- San Luis Rey Band of Mission Indians
- Diane Nygaard

The City also held a public scoping meeting for all public agencies, organizations, and interested parties to obtain information regarding the content and scope of the Draft SEIR consistent with Section 21083.9 of the Public Resources Code. The meeting was held on Tuesday, February 25, 2020, from 6:00 to 8:00 p.m. at the Oceanside Public Library Community Room located at 330 North Coast Highway, Oceanside, CA. The scoping meeting format consisted of a brief Project presentation, followed by an open house forum with City staff and applicant representatives available to address questions and comments from attendees. Written comments were submitted by three attendees. These comments focused on the following environmental areas:

- Project access and potential effects on existing traffic patterns and residents;
- Project-related noise;
- Project residential density;
- Potential effects on San Luis Rey Wildlife;
- Aircraft overflights and related crash zone;
- Potable water use and potential effect on existing rate payers; and
- Project-related zoning change.

Appendix A to this SEIR includes the NOP, comment letters received in response to the NOP, and written comments submitted during the scoping meeting. As appropriate, each of the issues identified during public scoping are addressed within the CEQA analyses in this document. Please see Section 1.5 for additional information on the technical areas addressed in this SEIR.

1.3.3 Public Review of the Draft SEIR

Among the principal objectives of CEQA are that the environmental review process be a public one, and that the environmental document inform members of the general public, technical reviewers, and

decision makers of the physical impacts associated with the proposed Project. This Draft SEIR has been published and circulated for public review in accordance with Section 15087 of the CEQA Guidelines. The document is subject to review and comment by the public and interested jurisdictions, agencies, and organizations for a period of 45 days beginning **Tuesday, August 24, 2021** and ending **Friday, October 8, 2021.** The SEIR document and the prior Pavilion EIR can be reviewed online at the following link:

https://www.ci.oceanside.ca.us/gov/dev/planning/project/ocean_kamp_mixed_use_development.asp.

Hard copies of the Draft SEIR are available at the following locations:

City Hall
300 N. Coast Hwy.
Oceanside, California 92054

Mission Branch Library
3861-B Mission Avenue
Oceanside, California 92058

During this period, comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the proposed Project might be avoided or mitigated" will be accepted by the City pursuant to CEQA Guidelines Section 152049(a). A public meeting will be held by the City during this public review period to gather additional public input on the Project and the adequacy of the Draft SEIR. Notification of the date and time of the public hearing will be published prior to the scheduled date. In addition, comments on this Draft SEIR may be transmitted via post, email, or fax to:

City of Oceanside
Development Services Department – Planning Division
Attn.: Sergio Madera, Principal Planner
300 North Coast Highway
Oceanside, California 92054
Phone: (760) 435-3539
Fax: (760) 754-2958
Email: smadera@oceansideca.org

1.3.4 Final SEIR and the Public Hearing Process

Following the public review period, a Final SEIR will be prepared to address comments received on the Draft SEIR during the public review period. The Final SEIR will include all written comments received during the scoping and public review period. The City will review all public comments received on the Draft SEIR and provide a written response to all written comments pertaining to substantive environmental issues and/or adequacy of the Draft SEIR as part of the Final SEIR, and, as applicable, edits and errata made to the Draft SEIR will be included. The City will also prepare written Findings documenting significant Project impacts, and mitigation, impact conclusions, and a Statement of Overriding Considerations, as necessary with respect to significant and unmitigable environmental effects identified in the SEIR (CEQA Guidelines Sections 15091 and 15093, respectively). The City will then consider certification of the Final SEIR (CEQA Guidelines Sections 15090) as complete and adequate under CEQA.

If the Final SEIR is certified, the City may consider Project approval (CEQA Guidelines Section 15092). When deciding whether to approve the proposed Project, the City will consider potential impacts and required mitigation, and whether there are impacts not mitigated to less than significant levels

(i.e., whether some impacts would remain significant and unmitigable). These environmental considerations, as well as economic and social factors, along with other information contained in the Project's administrative record, will be weighed by City decision-makers during consideration of Project approval.

If the proposed Project is approved, the City will file a Notice of Determination with the State Clearinghouse and San Diego County Clerk within five working days after Project approval (CEQA Guidelines Section 15094).

Subsequent to certification of the Final SEIR, other agencies with permitting authority over all or portions of the proposed Project will be able to use the Final SEIR's environmental analysis during their consideration regarding approval or denial of applicable permits under their jurisdiction.

1.4 REQUIRED PUBLIC ACTIONS AND APPROVALS

This SEIR and associated documentation would be used by the City and Responsible and Trustee Agencies to support the review and approval process for the Project. Required actions and approvals are summarized below.

- **Tentative Map (T19-00004).** The Tentative Map (TM) proposes to divide the Project site into 16 lots, 9 of which would be for residential uses. The TM would establish specific lot configurations for the development of commercial and residential uses, open space (including landscaping, bioretention, and biological open space), and utility easements. A lease agreement between the City and the Project Applicant would be required for use of an approximately 1.95-acre parcel (Assessors' Parcel Number [APN] 160-270-77) in the southwestern corner of the Project site that is currently owned by the City. This parcel is situated within the airport runway protection zone, and as such, would be restricted to surface improvements (e.g., landscaping, pavement, trails) or uses such as utilities right-of-way or signage that would be subject to the restrictions of the underlying zoning. The City also has a water well designated for placement within this parcel. The well could be used to extract groundwater which would be treated at the City's Mission Basin Groundwater Treatment Facility located north of the Project site.

  Grading has been underway in accordance with the previously approved grading permit. The proposed Project would require approximately 300,000 additional CY of fill to be imported to ensure appropriate drainage and foundation to serve the proposed development as part of final pad and finish grading. Pending final certification by FEMA for the completed San Luis Rey River levee project, flood protection would be required for the Project site until the FEMA flood map is certified. The fill would serve to provide this needed protection.

- **Conditional Use Permit (CUP19-00021).** A Conditional Use Permit is proposed for the proposed hotel uses and approval of the Mixed-Use Development Plan, described below.

- **Development Plan (D19-00016).** Future residential development within the Project site will require the review and approval of subsequent land use applications as required for the specific development proposal for each residential lot being created. Future residential development shall require, at a minimum, site plan review consistent with Article 43 of the City's Zoning Ordinance, to present specific development projects within the Project site and to address infrastructure or facility improvements, as applicable. Specific projects shall be reviewed by the

City in order to ensure consistency and substantial conformance with the development regulations and design guidelines presented in the Mixed-Use Development Plan document. All land use and development applications within the Project site shall be reviewed according to established City policies and procedures.

- **Underground Utilities Waiver Request.** Several overhead SDG&E high-voltage transmission lines traverse the Project site. In accordance with Section 901 (G)3 of the Oceanside Subdivision Ordinance, a waiver is requested for the existing transmission lines due to the finding that the existing overhead electric lines are transmission lines in excess of thirty-four thousand five hundred volts (34.5 kilovolts [kV]). All other electrical distribution lines and other public utilities within the Project would be installed underground as part of the Project or individual residential development projects proposed for review pursuant to the Mixed-Use Development Plan.

- **Street Vacation.** A section of old Foussat Road (previously used for access solely to the weekend swap meets) crosses the Project site, terminating at the State Route (SR) 76 right-of-way. As this would not be needed as public right-of-way for the Project, a vacation of the existing easement will be required as a related but separate action in the future. The easement for the existing underground public utilities would be retained when old Foussat Road is vacated.

- **Other (Non-City) Approvals.** The applicant will be required to obtain additional discretionary and/or administrative approvals and permits from a number of Responsible and Trustee Agencies, including the RWQCB, ALUC, Caltrans, CDFW, FAA, FEMA, USACE, and USFWS. A table of Project approvals and permits is presented in Chapter 2.0. This SEIR covers all federal, state, local government and quasi-government approvals that may be needed to construct or implement the Project, whether or not they are explicitly listed in Table 2-6, or elsewhere in this SEIR.

1.5 ORGANIZATION OF THE SEIR

The content and format of this Draft SEIR are designed to meet the requirements of CEQA. This Draft SEIR includes the following chapters:

- **Summary** outlines the proposed Project and provides a summary of the proposed Project compared to the analyzed alternatives. This chapter also summarizes potential new significant impacts, identifies existing and/or new feasible mitigation measures proposed to reduce or avoid each significant Project impact, and identifies impacts that would remain significant following mitigation.

- **Chapter 1, Introduction,** briefly discusses the purpose and intended uses of the SEIR, Project background and previous environmental review, environmental review process and procedures, required actions and approvals, and format and organization of the SEIR.

- **Chapter 2, Project Description,** provides Project objectives, a thorough description of the proposed Project (textual narrative and graphics describing Project elements, including its location and characteristics), construction parameters and phasing, and list of discretionary actions and approvals.

- **Chapter 3, Environmental Setting,** describes the Project location, physical environmental setting, and regulatory setting.

- **Chapter 4, Environmental Effects Requiring Additional Analysis,** introduces those topics, based on the proposed change in land uses and/or regulatory conditions, requiring additional environmental review from that completed and certified for prior project. Within each environmental topic, the regulatory and environmental setting are discussed. For each identified threshold of significance, a summary is provided of impact significance conclusions from the Pavilion FEIR and identification of potential issues requiring new analysis. New or revised mitigation measures to reduce or avoid significant impacts, and conclusions regarding the level of significance after mitigation for each environmental impact issue are provided. Topics evaluated in this chapter include:

    - **Aesthetics**: This section compares the proposed Project to prior project relative to potential impacts to scenic resources, compatibility with applicable zoning and other regulations governing scenic quality, and light and glare effects.

    - **Land Use and Planning**: This section evaluates Project consistency with applicable plans, policies, and zoning adopted for the purpose of avoiding or mitigating environmental effects.

    - **Noise**: This section analyzes potential noise- and vibration-related impacts from Project implementation relevant to the City's established noise thresholds.

    - **Public Services**: This section reviews public facility availability such as schools, libraries, and park and recreation facilities, relative to the residential uses proposed as part of the Project.

    - **Transportation/Traffic**: This section provides a vehicle miles traveled (VMT) analysis completed in accordance with new CEQA Guidelines (in effect as of July 1, 2020).

    - **Utilities:** This section describes the existing system of utilities and service systems at the Project site and surrounding area and evaluates the potential for the proposed Project to result in impacts to utilities, focusing on a comparison of the proposed Project to the prior project relative to utilities and service systems.

- **Chapter 5, Effects Found Not to be Significant,** evaluates environmental issue areas for which effects of the proposed Project were determined not to be significant and were therefore not discussed in detail in the SEIR. The chapter includes both:

    - 5.1, *Effects Adequately Analyzed in the Pavilion FEIR*, which details issue areas that were found not to require additional analysis from that provided in the Pavilion FEIR; and

    - 5.2, *Effects Found Not to be Significant as Part of the SEIR Process*, which describes issue areas that were determined to not be significant upon evaluation through the SEIR process.

- **Chapter 6, Cumulative Impacts,** addresses cumulative effects relative to specific environmental topics where changed conditions require further analysis (i.e., issue areas addressed in

Chapter 4.0 of the SEIR). 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-Mandated Sections,** addresses the Project's potential growth-inducing impacts relative to changes in the Project Description from the prior project, which could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. This chapter also 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,** builds on the alternatives analyzed in the Pavilion FEIR and analyzes a reasonable range of potentially feasible alternatives to the currently proposed Project that have the potential to reduce or avoid new significant impacts associated with implementation of the Project. Implementation of the Reduced Project/Draft Subarea Plan Alternative that was approved as the Environmentally Preferred Project for the prior project is addressed in this Chapter as a No Project/Approved Plan in accordance with CEQA Guidelines Section 15126.6(e).

- **Chapter 9, References,** lists the references and sources cited in each section of the SEIR.

- **Chapter 10, Individuals Consulted / Preparers,** provides a list of persons, organizations, and agencies that contributed to the preparation of this SEIR.

- **Chapter 11, Mitigation, Monitoring, and Reporting Program,** provides a list of mitigation measures identified in this SEIR.

Supporting materials and technical appendices include the following:

Appendix A	Notice of Preparation, Comment Letters, and Scoping Meeting Comments
Appendix B	Mixed-Use Development Plan
Appendix C	Traffic Noise Impact Analysis
Appendix D	Local Transportation Study
Appendix E	Vehicle Miles Traveled Study
Appendix F	Sewer Study
Appendix G	Water System Analysis
Appendix H	Drainage Report
Appendix I	Water Supply Assessment and Verification
Appendix J	Air Quality and GHG Emissions Report
Appendix K	Geotechnical Investigation
Appendix L	Climate Action Plan (CAP) Energy Report
Appendix M	Storm Water Quality Management Plan
Appendix N	VMT Alternatives Memo

The Final SEIR will contain the Mitigation Monitoring and Reporting Program (MMRP) for the Project, comments received on the Draft SEIR and responses, and changes or clarifications to the Draft SEIR that were made in response to public comments.

2.0 PROJECT DESCRIPTION

This chapter has been prepared pursuant to CEQA Guidelines Section 15124. It provides a description of the Project, including discussion of the Project objectives, location, background and context, Project element description, construction parameters and phasing, and a list of discretionary actions and approvals.

This SEIR analyzes the physical environmental effects associated with all components of the proposed Project, including planning, construction, and ongoing operation. The Project Applicant, O'Side Partnership, LLC, is requesting the following discretionary approvals from the City to implement the proposed Project:

1. Tentative Map (T19-00004);
2. Development Plan (D19-00016); and
3. Conditional Use Permit (CUP19-00021).

As described in further detail in Section 2.4, *Project Characteristics*, approval of these actions would allow for the development of an approximately 94-acre site with a mix of commercial (including resort), residential, and recreational uses, supported by improved infrastructure.

The Project's applications, as submitted to the City by the Project Applicant, are herein incorporated by reference pursuant to CEQA Guidelines Section 15150 and are available for review at the City of Oceanside Planning Division, 300 North Coast Highway, Oceanside, CA 92054. All other discretionary and administrative approvals that would be required of the City or of other government agencies are included within the scope of the Project analyzed in this SEIR.

2.1 PROJECT OBJECTIVES

The purpose of the proposed Project is to develop a mixed-use California lifestyle resort with associated shopping, retail, commercial and recreational opportunities, interspersed with residential and open space uses.

The following are the Project objectives for the purposes of this SEIR:

1. Provide for the reuse and redevelopment of the project site into a vibrant and active infill mixed use community in a single locale.

2. Create a unique mixed-use project including hotel with retail, commercial and recreational uses, as well as residential uses to serve Oceanside residents, persons visiting Oceanside, and users from surrounding communities.

3. Provide for a mix of land uses that promotes the City's vision for smart growth by reducing vehicle miles travelled and contributing to improved jobs-housing balance in the area.

4. Address the City's housing supply needs by providing approximately 700 additional housing units within the City, and allow for a broader range of housing through provision of multi-family units, to support City provision of housing supporting a variety of life stages/market rates.

5. Provide a resort that will draw visitors to the City and contribute to the City's General Fund through Transit Occupancy Tax.

6. Promote efficient use of land by developing a previously disturbed, infill property with a mixed-use development that incorporates energy efficient and sustainable features in an area currently served by existing utility infrastructure.

7. Implement the General Plan's economic goals and principles by enhancing the economic vitality of the City of Oceanside by providing additional revenues from this site through increased property taxes and sales taxes, increasing the City's opportunity to recapture citizens' sales tax expenditures.

8. Implement the General Plan by creating additional employment opportunities, including temporary construction-related employment and permanent retail, office and property management-related employment, that will also contribute towards the City's achievement of a jobs/housing balance.

2.2 PROJECT LOCATION

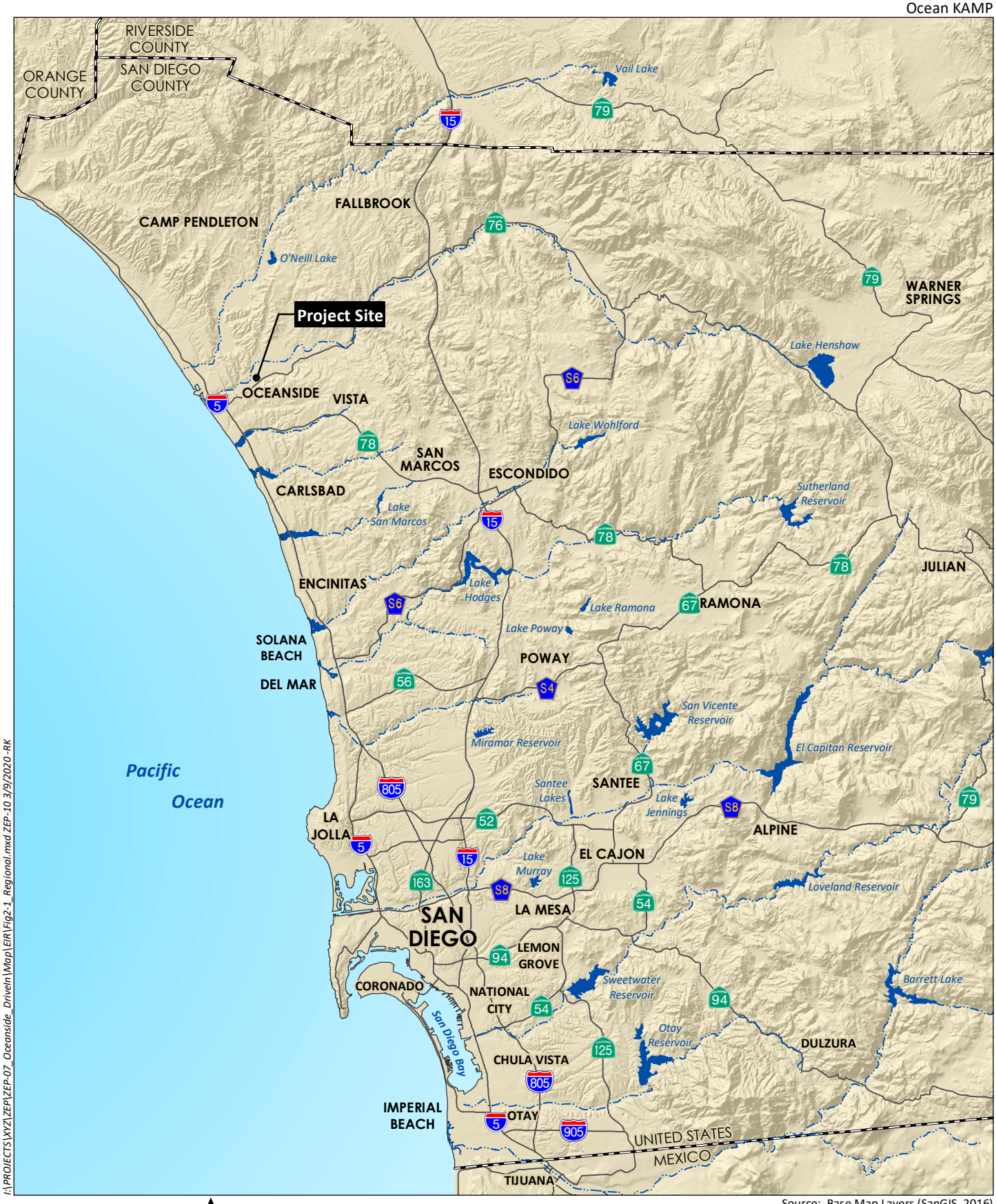
The Project is located at the former Oceanside swap meet site located at 3480 Mission Avenue, Oceanside, CA 92054, in San Diego County. The Project site encompasses approximately 92.30 acres owned by the Project Applicant plus an approximately 1.95-acre City-owned parcel, for a total of approximately 94.25 acres. The site is located north of Mission Avenue and SR 76, immediately east of Foussat Road and west of Fireside Street (see Figure 2-1, *Regional Location*, and Figure 2-2, *Project Vicinity*). See also Figure 1-1, *Project Aerial*.

The Project site includes 15 parcels, comprised of APNs 160-270-31, -79, and -82; 160-280-14, -48, -49, -50, -51, -53, -54, and -55; 160-290-58, -60, -63; as well as 160-270-77 (a parcel located at the northeastern corner of Foussat Road and SR 76 that is owned by the City). Existing site conditions are described in Chapter 3.0, *Environmental Setting*.

2.3 PROJECT BACKGROUND AND CONTEXT

A prior EIR addressing development of the site was prepared, circulated for public comment, and subsequently certified by the City on November 19, 2008 (State Clearinghouse No. 2006111033; hereafter referred to as the Pavilion FEIR). The project analyzed in the Pavilion FEIR (The Pavilion at Oceanside or "prior project") consisted of a 950,000-SF shopping center with a variety of retail uses. That project application included a TM, Development Plan, five Conditional Use Permits (for movie theater, health club, and three drive-through uses), and an Underground Waiver request for the existing high-voltage electrical transmission lines located on the site. The TM proposed to divide the project site into 10 parcels for leasing purposes, where each commercial parcel included building, hardscape/ landscape, and parking areas. An approved grading permit for approximately 496,000 CY of imported fill material was granted to ensure proper drainage and installation of underground utilities to serve the proposed development.

Environmental analyses presented in the Pavilion FEIR addressed ground disturbing activities during grading and base site preparation of approximately 88.3 acres, as well as the environmental effects associated with construction and operation of the prior project. During City Council consideration of the



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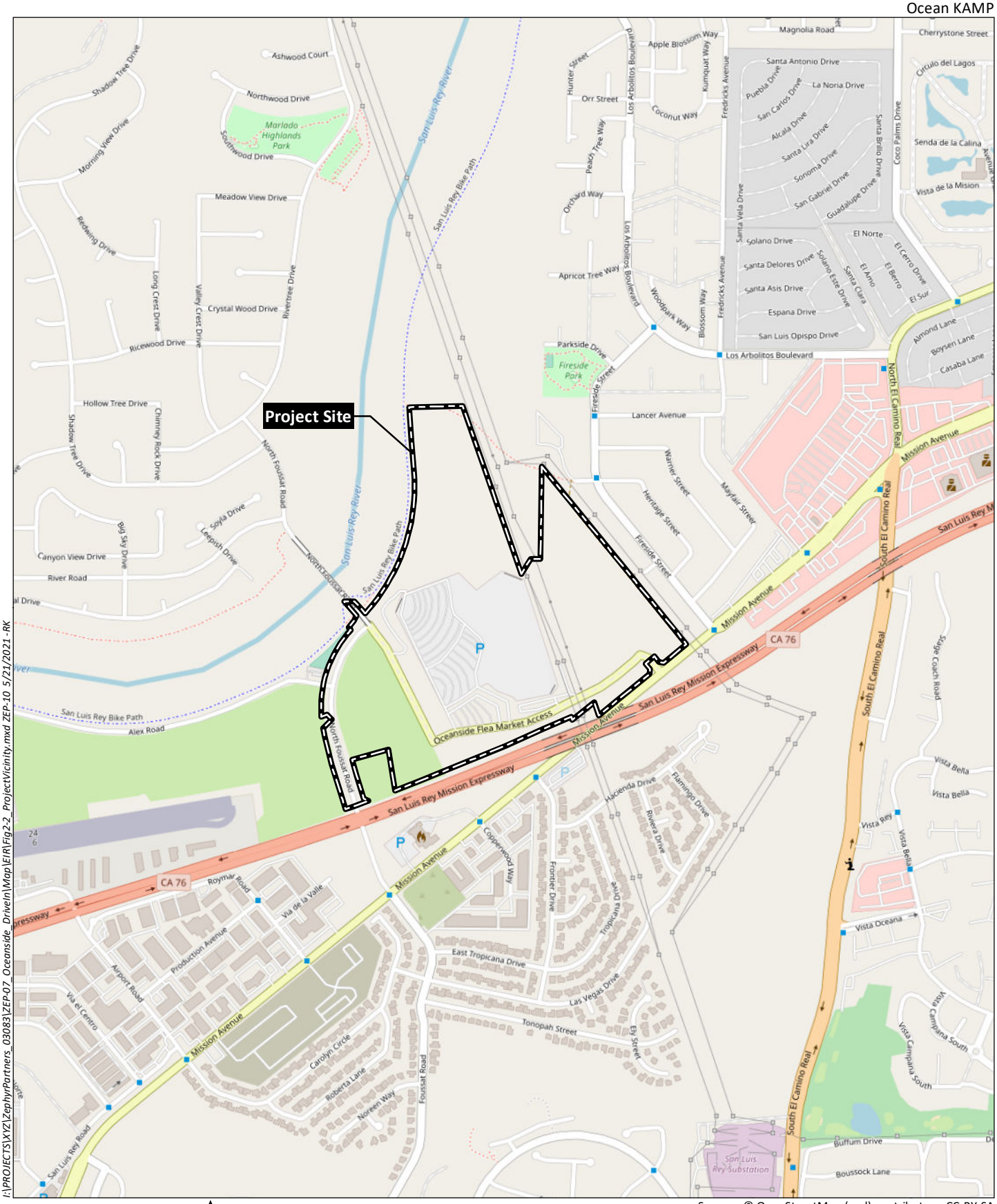
0 8 Miles

Source: Base Map Layers (SanGIS, 2016)

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Regional Location

Figure 2-1



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0 1,000 Feet

Source: © OpenStreetMap (and) contributors, CC-BY-SA

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Project Vicinity

Figure 2-2

prior project, the Reduced Project/Draft Subarea Plan Alternative was approved for implementation. Additional detail on the prior project and Pavilion FEIR is provided in Chapter 1.0 of this SEIR in Section 1.2, *Prior Environmental Review*.

Since the prior project approval, the site has been largely graded as shown in Figure 1-1. Conditions and mitigation measures applicable to the grading activities have been or are being implemented pursuant to the Mitigation Monitoring and Reporting Program incorporated into the Pavilion FEIR.

2.4 PROJECT CHARACTERISTICS

2.4.1 Project Overview

The proposed Project described below has been designed to be consistent with the surrounding areas, existing development, and the Zoning Ordinance. Mixed-use development is allowed under the current Community Commercial zoning, subject to approval of a Mixed-Use Development Plan and Conditional Use Permit.[1] The Draft Mixed-Use Development Plan prepared for the Project is included as Appendix B to this SEIR. Where a specific commercial development standard is not specified in the Project Mixed-Use Development Plan, Community Commercial Zoning elements of the City of Oceanside Zoning Ordinance will control.

The Project also would conform with the General Plan, as applicable. The physical design of the Project would be consistent with the policies contained within Section 1.24 (Topographic Resources) and 1.25 (Undevelopable Lands) of the Land Use Element of the General Plan.[2] All proposed Project built uses described in detail below would be designed to comply with City and State building requirements.

2.4.2 Land Uses

The Project proposes approximately 36 acres of commercial uses within the central/southwestern portion of the site and approximately 36 acres of residential uses within the northern and eastern portions of the site. The remaining 20 acres of the site are proposed to be preserved as open space, including a 4-acre stepping-stone wildlife corridor located along the eastern property boundary. The development footprint of the proposed Project is similar to the prior project. An overall schematic of the Project is shown in Figure 2-3, *Draft Mixed Use Development Plan*, and proposed commercial uses layout is depicted in Figure 2-4, *Commercial Area Site Plan.*

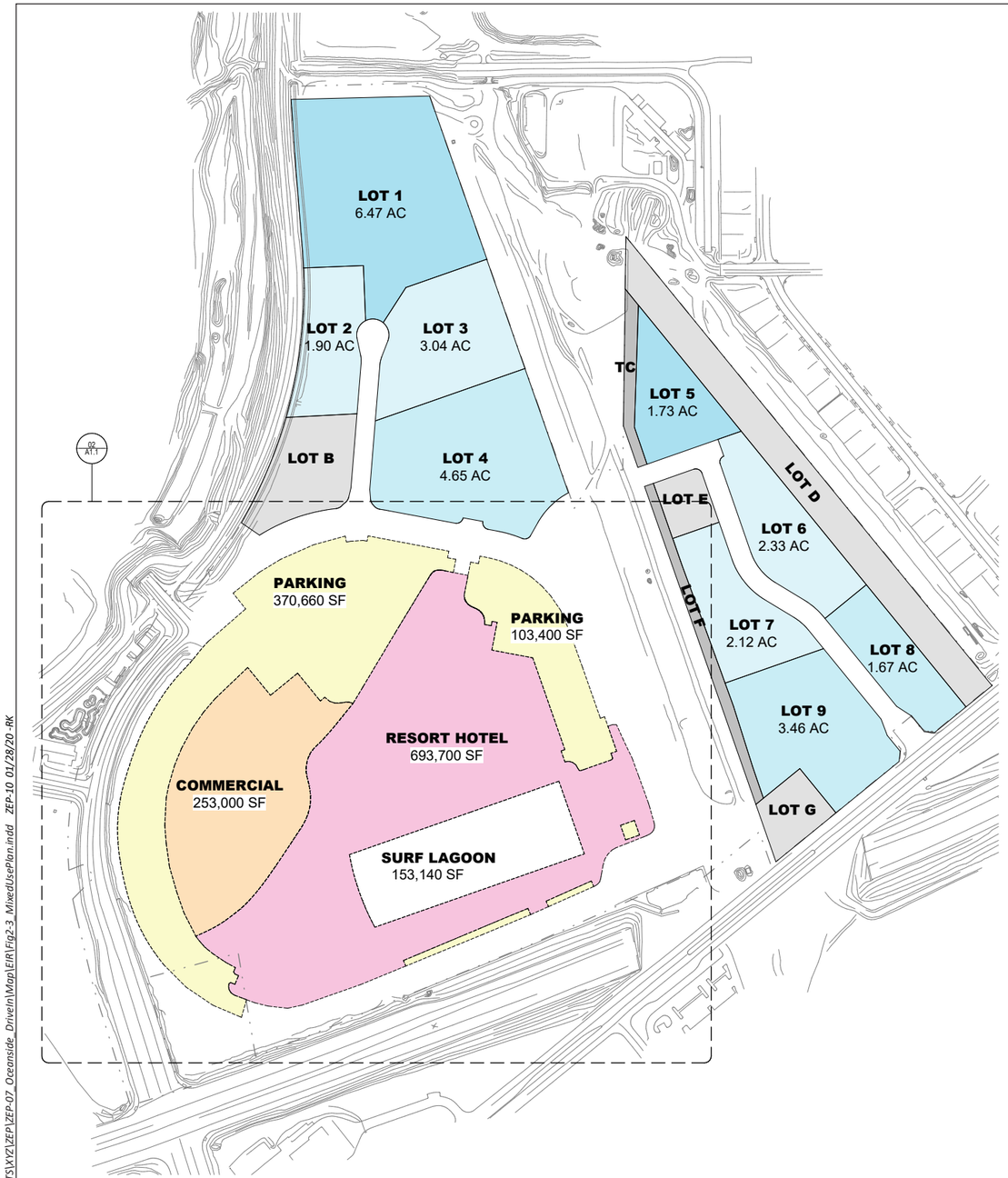
While the reduced commercial development uses are similar to the prior project, the inclusion of residential and revised recreational uses are new components not previously described in the Pavilion FEIR. The main differences between the prior project and proposed Project are discussed below and summarized in Table 2-1, *Comparison of the Pavilion FEIR for The Pavilion at Oceanside and Proposed Ocean KAMP*.

[1] If deviations from standards described in this chapter are proposed during future implementation of specific residential projects, City Planning would evaluate whether additional CEQA clearance would be required. This SEIR addresses the proposed Project as defined herein.

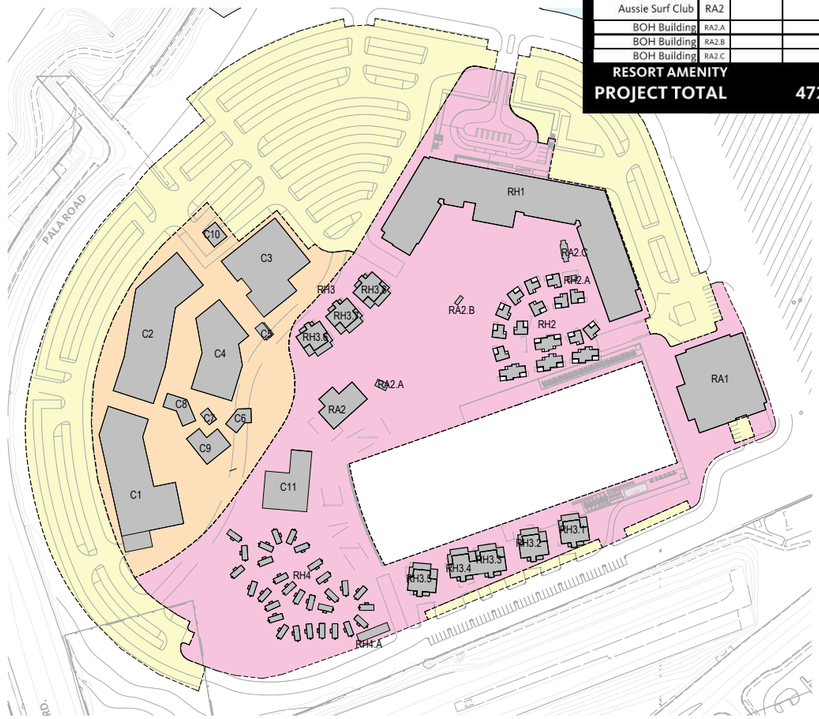
[2] The Project also would conform to the Development Guidelines for Hillsides and Section 3039 of the Zoning Ordinance, as no hillsides subject to these regulations are proposed to be impacted by the Project.

Table 2-1
COMPARISON OF THE CERTIFIED EIR FOR THE PAVILION AT OCEANSIDE AND PROPOSED OCEAN KAMP

Action/ Land Use Type	2008 Pavilion FEIR (Reduced Project/ Subarea Plan Alternative)	Proposed Project (PP)	Delta Between 2008 And PP
Parcel/Site Size	92.30 acres; project description notes that 1.95-acre City-owned parcel is also included	94.25 acres (includes the 1.95-acre City-owned parcel located at the northeast corner of the SR 76/Foussat Road intersection)	NA
Demolition Required	Yes, four structures	No, previously completed	NA
Grading	88.3 acres proposed for grading, including approximately 496,000 CY of fill (no cut), raising the site level	Approximately 300,000 CY of additional fill material proposed to be imported for final pads/finish grading	Approx. 300,000 additional CY of fill material
Residential	No – 0 Units	Approx. 700 and multi-family residences (e.g., townhomes, condominiums, apartments, and senior housing) proposed on 36 acres in northern and eastern portion of Project site; average density of 25.5 du/ac (29 du/ac allowed under Mixed Use zoning, or up to 1,015 units)	+/-700 new residential units with average density of 25.5 du/ac
Commercial	950,000 SF shopping center, including retail shops, movie theater, health club, and restaurants	Approximately 486,100 SF of commercial uses, including 300-room hotel with associated facilities, surf lagoon, and up to 126,400 SF of retail, medical, office, dining, fitness, etc.	(463,900 SF)
Structure Height	Commercial – Structure height – low 22 feet (a kiosk) to an architectural tower of 80 feet on a 56-foot-high structure (movie theatre); average height of 36 feet (50% of identified heights between 22 and 28 feet, 26% 40+ feet high)	Commercial – Minimum height 12 feet, maximum height 50 feet. Residential – Max height 50 feet	Maximum commercial and residential heights 30 feet lower than 2008 commercial height
On-site parking	Commercial – 4,489 retail vehicle parking spaces Residential – 0 vehicle parking spaces	Commercial – 1,050 retail vehicle parking spaces,[1] 106 bicycle parking spaces (53 long-term, 53 short term, includes 14 for hotel) for maximum density Residential – (a) townhome attached garages, (b) condominium covered parking, (3) apartments common parking area, and (4) senior housing	Commercial – 3,434 fewer retail parking spaces than 2008 Residential – maximum potential +1,541 at 2 per unit Total approx. 1,893 fewer



01 OVERALL SITE PLAN - MIXED USE DEVELOPMENT PLAN

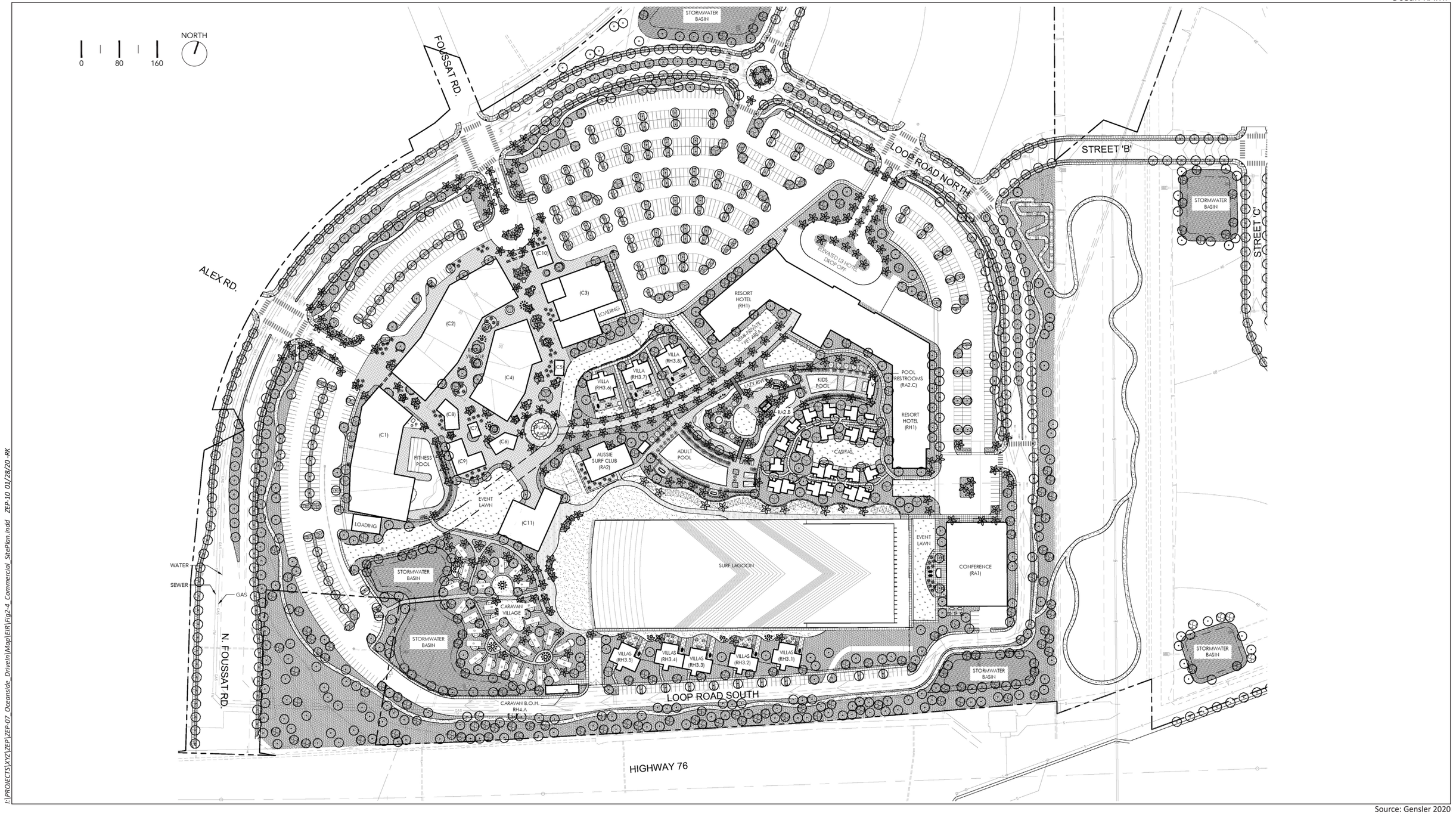


02 SITE PLAN - COMMERCIAL USE

		NSF	Proposed SF	CBC Group	ALUCP Land Use Type	Proposed Grade (FT/ASL)	PROPOSED MAX. HEIGHT (50FT MAX. FROM CURRENT GRADE)
Commercial	C1	25,200	**27,000**	M/B	COMMUNITY/NEIGHBORHOOD SHOPPING CENTERS <300,000SF WITH MIXTURE OF USES INCLUDING EATING/DRINKING ESTABLISHMENTS (APPROX. 120 SF/PERSON); OFFICE	43	**48**
	LEVEL 2	9,850	**11,000**				
Commercial	C2	25,430	**27,000**	M/B		44 & 45	**49**
	LEVEL 2	7,300	**9,000**				
Commercial	C3	16,590	**18,000**	M		46 & 47	**40**
Commercial	C4	15,110	**17,000**	M/B		46	**34.5**
	LEVEL 2	2,960	**4,000**				
Commercial	C5	590	**700**	M		46	**19**
Commercial	C6	1,530	**2,000**	M		45	**18**
Commercial	C7	550	**700**	M		45	**14**
Commercial	C8	2,150	**2,500**	M		45	**21**
Commercial	C9	3,460	**4,000**	M		45	**23**
Commercial	C10	1,280	**1,500**	M		47	**18**
Commercial	C11	6,500	**8,000**	A-3		44	**30**
	L02	1500	**2,000**				
COMMERCIAL		**120,000**	**134,400**				
Hotel	RH1		**80,000**	R-1	HOTELS, MOTELS (EXCEPT CONFERENCE/ASSEMBLY FACILITIES) (APPROX. 200 SF/PERSON)	48	**50**
	L02		**52,000**				
	L03		**60,000**				
	L04		**45,000**				
(20 Casitas) Hotel	RH2		**12,000**	R-1		46	**14**
BOH Building	RH2.A		**200**	S-2	LOW-HAZARD STORAGE: MINI-STORAGE, GREENHOUSES	46	**14**
(18 Villas) Hotel	RH3		**21,000**				
	L02		**21,000**	R-1	HOTELS, MOTELS (EXCEPT CONFERENCE/ASSEMBLY FACILITIES) (APPROX. 200 SF/PERSON)	varies	**28(2l) / 42(3L)**
	L03		**5,250**				
33 (Airstream) Hotel	RH4		**13,000**	R-1		43	**12**
BOH Building	RH4.A		**1,500**	S-2	LOW-HAZARD STORAGE: MINI-STORAGE, GREENHOUSES	44	**14**
RESORT HOTEL			**310,950**				
Conference	RA1		**18,000**	A-2	INDOOR LARGE ASSEMBLY ROOM (CAPACITY 300 TO 999 PEOPLE): SPORTS ARENAS, THEATERS, AUDITORIUMS, ASSEMBLY HALLS (APPROX. 15 SF/PERSON)	49.5	**32**
Aussie Surf Club	RA2		**8,000**	A-3	HOTELS, MOTELS (EXCEPT CONFERENCE/ASSEMBLY FACILITIES) (APPROX. 200 SF/PERSON)	44	**18**
BOH Building	RA2.A		**800**	S-2	LOW-HAZARD STORAGE: MINI-STORAGE, GREENHOUSES	45	**14**
BOH Building	RA2.B		**200**	S-2		45	**14**
BOH Building	RA2.C		**500**	S-2		45	**14**
RESORT AMENITY			**27,500**				
PROJECT TOTAL			**472,850**				

Source: Gensler 2019

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Source: Gensler 2020

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Commercial Area Site Plan

Figure 2-4

		Minimum 1,050 to maximum 1,400 residential parking spaces	vehicle parking spaces than 2008
Recreation	0 acres	Approx. 15 acres. Hotel to include surf lagoon, pop-jet water feature in plaza, bike paths/trails, fitness opportunities Neighborhood parks to include swimming pool, clubhouse, outdoor seating, dining areas, tot lots Private patios and/or balconies for townhomes, condominiums and apartments.	+approx. 15 acres of hotel amenities available to community residents, hotel guests and general public + Private recreational amenities associated with residential uses
Landscaped Area	18% of site	34% of site	+ approx. 16.8%
Best Management Practices	Vegetated swale approx. 9,800 linear feet (LF), total vegetated buffer approx. 31,850 SF	5 vegetated biofiltration basins with impermeable liners totaling 101,000 SF. Grass swales in residential area where there is available space.	+ approx. 91,000 SF swale
Non-vehicular travel	Bus stop to accommodate up to four buses at one time east of the main pedestrian promenade. Pedestrian and bicycle routes throughout project with landscape and enhanced pavement treatments. Same treatments at internal intersections and at the central traffic circle to aid in cuing slower speeds for pedestrian activity. A broad landscaped connecting route along the Pala frontage just east of the Foussat Bridge linking existing bicycle levee trail with central portion of the shopping center. In addition, a bicycle and pedestrian linkage is also proposed to the east, to connect the terminus of Heritage Street. Bike racks.	Access to electric bikes and public transit to encourage non-vehicular travel modes. Trails/pathways connecting residential and commercial components, as well as off-site regional San Luis Rey River Trail. Paseos to connect residences and parks. Internal streets to have sidewalk on one side minimum.	PP identifies public transit access, ride-share options, and electric bikes. 2008 bus stop is not in PP.

Discretionary Actions	TM with 10 lots, Development Plan, 5 CUPs (movie theatre, heath club, 3 drive throughs), underground waiver request	TM with 16 lots – 9 for residential uses, Development Plan, future review of specific uses CUP	6 fewer lots than 2008 4 fewer CUPs Future review of specific residential uses

[1] Parking requirements based on the following: *Food/beverage*, restaurants and retail sales - 1 per 250 SF, *Offices/business/professional* - 1 per 300 SF, *Other commercial, rec, entertainment* – TBD

SF = square feet/foot; CY = cubic yards; CUP = Conditional Use Permit

2.4.2.1 Commercial

Commercial uses would be located within the central/southwestern portion of the site and are proposed to include a 300-key resort hotel, hotel conference buildings, a surf lagoon and beach club, and commercial buildings offering approximately 126,400 SF of office, retail and restaurants. Community/ neighborhood shopping (including dining/drinking establishments), hotel, greenhouse/ storage areas, assembly rooms, theaters, etc., are all allowable uses in the commercial zones. Total square footage of the resort, commercial, and conference facilities would total approximately 486,100 SF. This is a reduced density of commercial uses compared to the 950,000 SF of commercial uses proposed under the Reduced Project/Draft Subarea Plan Alternative approved for The Pavilion at Oceanside. Proposed commercial uses would be consistent with the development regulations of the Community Commercial zoning, including standards related to building coverage, landscaping, parking, and setbacks (see Table 2-2, *Mixed-Use Plan Development Standards*). Commercial lot size would be a minimum of 10,000 SF, with a maximum site coverage of 50 percent. Maximum building height would be 50 feet, and minimum front and side setbacks would be 15 feet.

Table 2-2
MIXED-USE PLAN DEVELOPMENT STANDARDS

Standard	Mixed-Use Development Plan
Minimum Lot Area – Commercial	10,000
Minimum Lot Area –Residential	5,000
Minimum Lot Width – Commercial	No minimum
Minimum Lot Width – Residential	50 feet
Maximum Site Coverage[1]	50%
Minimum Building Setbacks	15 feet from front- and side-facing buildings
Maximum Building Height[2]	50 feet
Maximum Vertical Wall Dimension	50 feet
Maximum Horizontal Wall Dimension	200 feet
Maximum Base FAR	1.0
Maximum FAR Bonus	0.5
Minimum Site Landscaping	15%
Maximum Permitted Fence and Wall Heights	See Section 3040
Fence within front yard setback area abutting street	3.5 feet
Fence within other yard setback areas	6 feet
Retaining wall	3.5/6 feet – 3.5 feet in front yard/6 ft in other yard areas
Wall abutting a residential district	8 feet – solid, decorative masonry wall
Outdoor storage/work area screening wall	8 feet

Standard	Mixed-Use Development Plan
Maximum dwelling units per gross acre	29
Vehicular Access	See Section 3114
Signs	See Article 33
Outdoor Facilities	See Section 3020
Views into Buildings Screening of Mechanical Equipment	See Section 3021
Refuse Storage Areas	See Section 3022
Underground Utilities	See section 3023
Performance Standards	See Section 3024

[1] Site coverage to be based on the overall development site area, not individual dwelling unit lot areas.
[2] Building height shall be measured from finished grade, exclusive of all architectural and structural features per Section 3018 of the Zoning ordinance "Exceptions to Height Limits."

Conceptual design for the commercial facilities is shown on Figure 2-5, *Resort Hotel Conceptual Elevations*, and Figure 2-6, *Commercial Structures Conceptual Elevations*. As shown, within the four-story resort structure, smaller footprint would be maximized through vertical rather than horizontal (more sprawling) construction. Design would be modern and rectilinear, with a generally flat roof line, incorporating some variation at one end of the structure. Primary wall features include glass, metal trimming and wood elements with notable striation. The approximately 3-acre surf lagoon would be a primary feature.

Commercial structures also would incorporate glass and wood, but walls would largely incorporate plaster/precast concrete. Roof lines would incorporate tilt features and shed roof lines, with variable length on the different facing fronts.

Approximately 1,050 parking spaces are proposed to accommodate the commercial uses.

2.4.2.2 Residential

Approximately 36 acres of the site would be dedicated to multi-family residential uses. A maximum of 700 dwelling units are proposed within nine residential lots in the northern and eastern portions of the Project site. The proposed residential lots would be located adjacent to the existing residential areas east and north of the Project site. Establishment of appropriate setbacks and consistency with the development standards presented in the Mixed-Use Development Plan and described in this chapter would ensure that Project-proposed residential uses would be compatible with both City standards and the existing surrounding development.

The residential development plan conforms to applicable City development regulations for a Community Commercial zone, including standards related to building coverage, landscaping, parking, and setbacks described in Table 2-3, *Residential Lot Density*. The Project also is designed in consideration of the existing development standards approved for The Pavilion at Oceanside. The residential component would contain a range of housing types within medium- to high-density developments and would be sited along the Project's eastern boundary near existing single-family residential development. Building types may include attached or detached townhomes/row homes, apartments, condominiums, and/or senior housing.

Table 2-3
RESIDENTIAL LOT DENSITY

Lot No.	Area (acres)	Dwelling Unit Cap[1]
R-1	6.5	188
R-2	1.9	55
R-3	3.0	87
R-4	4.7	136
R-5	1.7	49
R-6	2.3	66
R-7	2.1	60
R-8	1.7	47
R-9	3.5	101
TOTAL	**27.4**	**700[2]**

[1] The development potential of each lot is capped based the maximum allowable density of 29 du/ac per the Community Commercial zoning regulations; the average density would be 25.5 du/ac.
[2] Maximum allowable dwelling unit total.

Residential Density

Table 2-3 specifies residential lot acreage and the maximum dwelling units that may be developed within each lot. The development potential of each lot is capped based on the maximum allowable density of 29 dwelling unit(s) per acre (du/ac) per the Community Commercial zoning regulations; the average density would be 25.5 du/ac. The final distribution of dwelling units between each lot would be coordinated as part of the development application(s) for the residential component of the Project such that the overall maximum cap of 700 dwelling units is not exceeded. Lower unit counts and densities may be proposed with future development application(s). Gross developable acreage and dwelling unit distribution would be determined in conjunction with detailed residential Project development plans through the site plan review process.

Residential Design

Specific site layout and product types would be identified as part of the residential development plans proposed for each residential planning area. Home types allowed in each of the nine residential areas include townhomes/row homes, apartments, condominiums and/or senior housing. Variations within these residential product typologies may be considered through review of individual development plans for each residential planning area.

Townhomes/Row Homes

These would be attached homes featuring two- and three-story floorplans. Typical building configurations would range from 2 to 8 units and may be up to 12 units in size. Townhomes would be integrated with common open space, with paseos containing landscaped areas and connections between buildings. A selection of floorplans would provide potential buyers with a range of financial options for homes with living areas on upper floors, private patio and balcony areas, and attached garages.

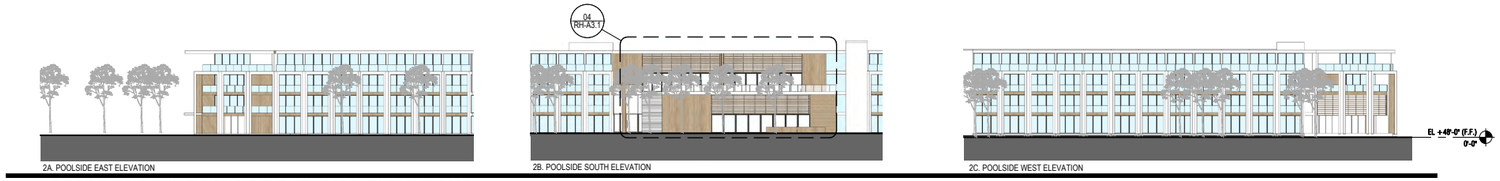


1A. RESORT HOTEL EAST ELEVATION

1B. RESORT HOTEL NORTH ELEVATION

1C. RESORT HOTEL WEST ELEVATION

01 RESORT HOTEL EXTERIOR ELEVATIONS
SCALE: 1" = 30'-0"

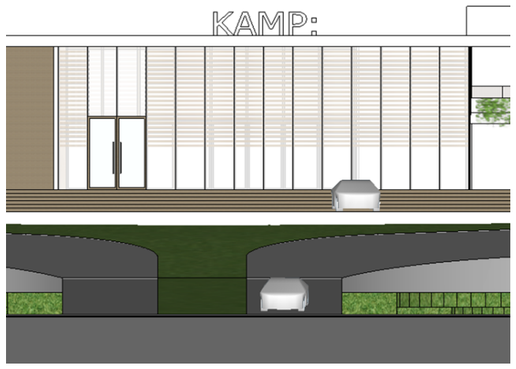


2A. POOLSIDE EAST ELEVATION

2B. POOLSIDE SOUTH ELEVATION

2C. POOLSIDE WEST ELEVATION

02 RESORT HOTEL POOLSIDE EXTERIOR ELEVATIONS
SCALE: 1" = 30'-0"





03 RESORT HOTEL ENLARGED EXTERIOR ELEVATION
SCALE: 1/8" = 1'-0"

04 RESORT HOTEL ENLARGED POOLSIDE EXTERIOR ELEVATION
SCALE: 1/8" = 1'-0"

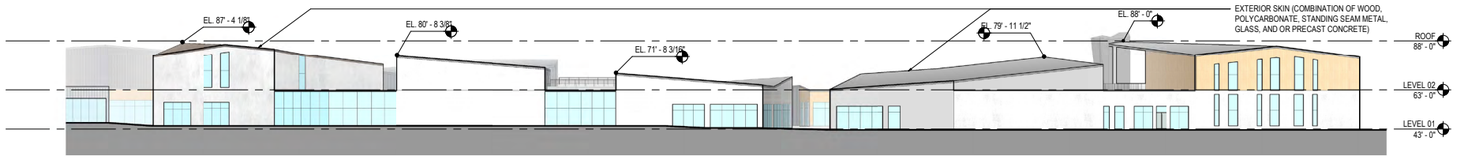


05 RH2.0 SERIES TYP. ELEVATION NORTH
SCALE: 1/8" = 1'-0"

06 RH2.0 SERIES TYP. ELEVATION SOUTH
SCALE: 1/8" = 1'-0"

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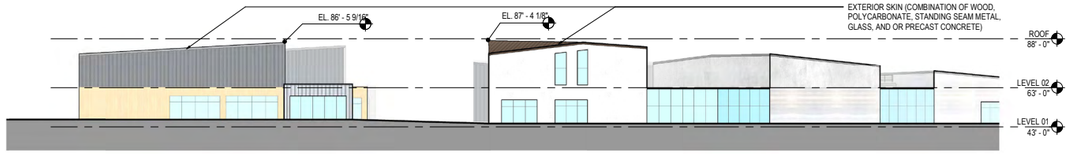
Source: Gensler 2020



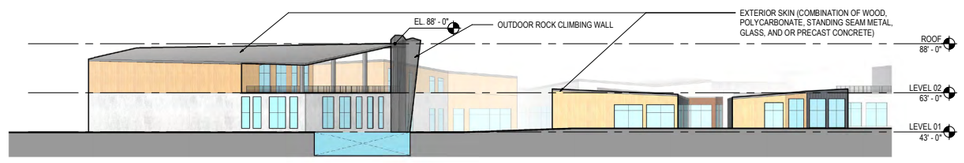
01 OVERALL ELEVATION - WEST
SCALE: 1" = 30'-0"



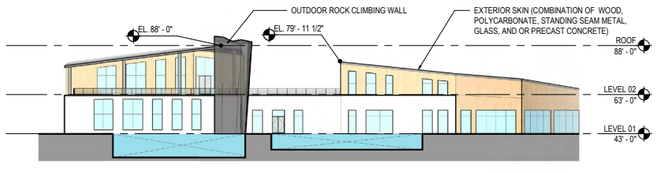
02 OVERALL ELEVATION - EAST
SCALE: 1" = 30'-0"



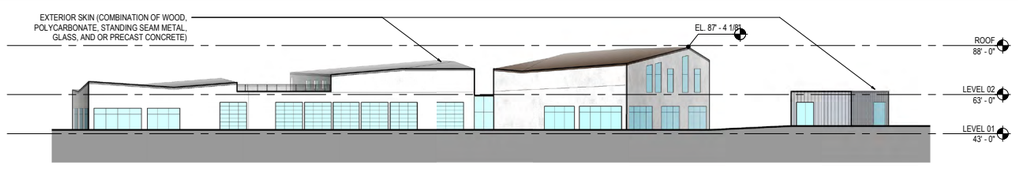
03 OVERALL ELEVATION - NORTH WEST
SCALE: 1" = 30'-0"



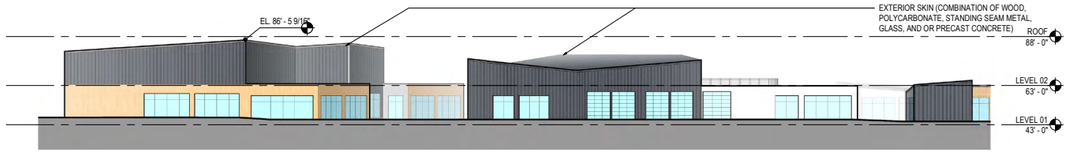
04 OVERALL ELEVATION - SOUTH EAST
SCALE: 1" = 30'-0"



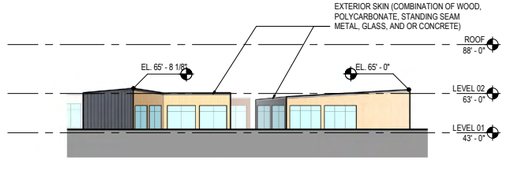
05 INTERNAL STREET ELEVATION - WEST - SOUTH SEGMENT
SCALE: 1" = 30'-0"



06 INTERNAL STREET ELEVATION - WEST - NORTH SEGMENT
SCALE: 1" = 30'-0"



07 INTERNAL STREET ELEVATION - EAST - NORTH SEGMENT
SCALE: 1" = 30'-0"



08 INTERNAL STREET ELEVATION - EAST - SOUTH SEGMENT
SCALE: 1" = 30'-0"

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Source: Gensler 2020

Apartments

Attached apartment buildings would be two to four stories in height and contain between 10 to 250 units. Buildings would be configured to include or be integrated with common amenities and open space such a community pools, public gathering space, and clubhouses. Buildings would be articulated to provide architectural relief (see also the discussion of "Residential Architectural Design Features," below) and include private patio and balcony areas. A common parking area also would be provided (see additional discussion under "Parking," below).

Condominiums

Attached residential condominiums would consist of two- to four-story options with floorplans ranging in size and price. Condominiums would offer units with private balconies, covered parking and be integrated with landscape amenities such as parks and paseos.

Senior Housing

Attached senior housing structures would consist of two- and three-story buildings of single-level flats. Buildings would range in size, and contain between 10 and 50 units, with a design focus on safety and accessibility.

Residential Architectural Design Features

The Mixed-Use Development Plan provides design guidelines for future development of the residential component of the Project and identifies development criteria that would be used during the design review process to ensure that the appearance of the development would be compatible and integrated within the overall site design. The design guidelines are enforceable by City Planning staff as a component of the proposed Project. The proposed Project residences would be visually integrated through architectural styling, branding, and vehicular, pedestrian and bicycle connections. The residential guidelines serve as the framework for the built environment to create both a cohesive vision for the Project and consistent visual identity. Design guidelines include architectural style as well as open space, landscape and neighborhood character. They allow for variation within neighborhoods to create distinct character through quality design.

The proposed Project would include residential neighborhoods that offer an identifiable place with distinct character to support a range of housing choices. Building massing would incorporate varied materials, terracing and varied setback in order to create visual interest. The Project would create a human scale walkable community with visual variety provided through the terracing, overhangs, use of natural materials, and interspersed landscaped spaces. This would reduce structure massing, creating a variety of scales which enhance the pedestrian experience and complement the surrounding setting. An overall emphasis on the clean modern lines and focus on materials associated with classic California coastal modernism.

Recreational Amenities and Open Space

Approximately 20 acres of the site would be dedicated open space, offering opportunities for walking, hiking, running, and biking. This would include both the approximately 4-acre biological open space, as well as landscaping (e.g., approximately 15 percent in residential areas) as well as usable open space. The proposed Project also would provide a number of parks linked by a series of trails to create an open

space network of play areas, with recreational opportunities for all ages. Distinctive and varied areas would be provided. A pop jet water feature would serve as a focal point for the urban plaza within the commercial area. Approximately 14.7 acres would consist of non-building hardscape, lawn, pools, etc. Micro-gardens supporting on-site restaurant uses also are encouraged. Overall, total open space would include the above, as well as non-structural uses such as stormwater basins, for an overall total of approximately 32.2 acres, or 34 percent of the Project site.

2.4.3 Sustainability Features

The Project incorporates sustainability features into its design and would be compliant with both California Title 24 and the City Climate Action Plan (CAP). Prior to operation, sustainable elements would include incorporation of recycled materials during construction, as feasible, and transport of unused materials that can be recycled to appropriate facilities. Recycling and/or salvage is required for reuse of a minimum of 65 percent of non-hazardous construction and demolition waste, in accordance with the Project Waste Management Plan.

The suite of sustainable design elements during operation includes drought tolerant landscaping, reliance on solar energy, pre-planning to allow for use of reclaimed water when available, use of low-flow lavatories, infrastructure required for electric car charging, recycling, and other measures, as described below.

Future development under the General Plan is based upon sustainable and smart growth principles endorsed by the San Diego Association of Governments (SANDAG), which promote higher density development in key areas near public transit. SANDAG's Smart Growth Concept Map for the North County Subregion identifies Mission Avenue as a Rapid Transit corridor in the 2050 Transit Network from San Diego Forward: The Regional Plan. The Project is located within the Mission Avenue commercial corridor.

The City CAP also requires that projects located within a Smart Growth Opportunity Area (SGOA) must develop uses consistent with the land use designation (commercial) and include elements consistent with the character of the SGOA type. The Project is consistent with these requirements, and therefore supports the CAP and its sustainability goals. Also consistent with the CAP, the Project would:

- Provide connection(s) for recycled water integration into the City's recycled water network when available (thereby transferring Project gray water into the City treatment system and minimizing on-site future use of potable water by allowing receipt of recycled rather than potable water for irrigation, etc.);
- Offset of 50 percent of Project forecasted energy demand (a minimum of 5,000 kW) through photovoltaic panels or other renewable sources;
- Prewire six percent of Project parking spaces and provide fully operable electric vehicle charging stations for 50 percent of that number;
- Provide preferential parking spaces (12 percent of the parking spaces) for clean air vehicles; and
- Incorporate shade trees (as additionally described under the Landscaping discussion).

Provision of a network of sidewalks and trails would promote cycling and walking as alternative modes of local travel, reducing vehicle miles and promoting a healthier lifestyle for visitors and residents. The site is designed to provide easy connectivity for residents and visitors to access both amenities within the Project development, as well as existing adjacent neighborhoods and transit networks. Visible street and monument signs would allow visitors to easily navigate the development. In addition, and supportive of bicycle use, 106 short- and long-term bicycle parking spaces would be provided within the commercial area, including 14 long-term spaces for the hotel. Electric bikes also would be available for private use by hotel guests.

As detailed under "Landscaping," below, plantings and hardscape materials would be selected to maximize water and energy efficiency. The irrigation system would use automatic control valves and controllers, drip systems, and mulching to conserve water. Street trees would be provided along Project roadways to help manage stormwater, reduce air pollution, and provide a pleasant pedestrian experience by beautifying and cooling the streets.

In terms of biological resources sustainability, to the Project proposes to preserve approximately 4 acres of biological open space along the eastern property boundary to conserve habitat for sensitive species such as the coastal California gnatcatcher. This open space would serve as a "stepping stone" corridor that would be restored to serve as a functioning wildlife movement corridor and linkage for sensitive avian species.

Relative to solid waste and recycling requirements, Chapter 13 of the City Municipal Code requires that Oceanside residents and businesses separate all recyclable material from other solid waste, and California Assembly Bill (AB) 341 directs mandatory recycling for all businesses generating four or more cubic yards of waste and multi-family projects with five or more units. California AB 1826 requires public entities and multi-family projects to recycle organic waste. Proposed commercial and residential areas would provide enclosures with adequate space for collection, storage, and separation of all recyclable materials in full compliance with City standards.

The electrical system within the commercial component of the Project would be designed to provide adequate power for the intended uses, comply with applicable codes and standards, and be energy efficient. The Project would minimize use of gas and electricity through:

- Limiting use of natural gas to food and beverage buildings, fitness center and overhead gas-fired heaters;
- Use of Variable Refrigerant Flow (VRF) systems for space cooling and heating rather than a central plant (lowering CO_2 emissions);
- Use of instantaneous electric water heaters for domestic hot water;
- Placement of photovoltaic (PV) panels on carports as well as retail areas (fitness center, conference center and office buildings) with PV substations and battery storage banks located throughout the site;
- Use of High Coefficient of Performance (COP) heat pump(s), opaque thermal pool cover(s), and integration of a solar thermal system for heating for the Lazy River, Lap Pool and Climbing Wall Pool;

- Recovery of heat rejection from Casitas heating, ventilation, and air conditioning (HVAC) systems for Lazy River; and

- Use of light emitting diode (LED) light fixtures in the parking lots (both on poles and under carport structures) for visibility and safety lighting.

2.4.4 Landscaping

Conceptual landscape palettes have been identified for street and drive, storefront, parking field, and open space landscapes (see Table 2-4, *Conceptual Landscape Palette*). Figure 2-7, *Summary Landscaping Plan*, depicts areas of the palette from which plants would be drawn. Figure 2-8, *Commercial Area Landscaping,* details the types of plants as cross referenced to detail sheets. Landscaping in general would consist of plants known to grow well in the San Diego coastal region, and would provide a mix of both evergreens and flowering varieties, as listed on Table 2-4. Native species would be incorporated as tree and shrub types, and would be used in stormwater basin planting. All landscape and irrigation improvements would follow City guidelines, Fire Department codes and regulations relative to tree spacing and canopy, and the Water Conservation Ordinance.

Irrigation would use low volume equipment adequate to provide sufficient water for plant growth with a minimum of water loss (runoff). The system would use automatic control valves and controllers, with all equipment being of non-corrosive materials. Drip systems would be filtered and regulated per recommended manufacturer design parameters. Project landscaping would be maintained (by owner or through lease agreement) per City requirements. All pedestrian paving (both decorative and standard) would comply with American Disability Act (ADA) standards current at installation.

Ground covers or three inches of bark mulch would be used in flower and shrub beds to shield soil from the sun and conserve water through minimization of evapotranspiration and runoff, as well as to lower soil temperature and reduce weed growth.

Landscaping would not interfere with emergency response, facility access, utility maintenance or line-of-sight, with the following specific requirements. All street (and other) trees would be spaced a minimum of:

- 25 feet from street intersections unless approved by the Traffic Engineer for an alternative distance;

- 15 feet from streetlights, stop signs, and utility poles not addressed below;

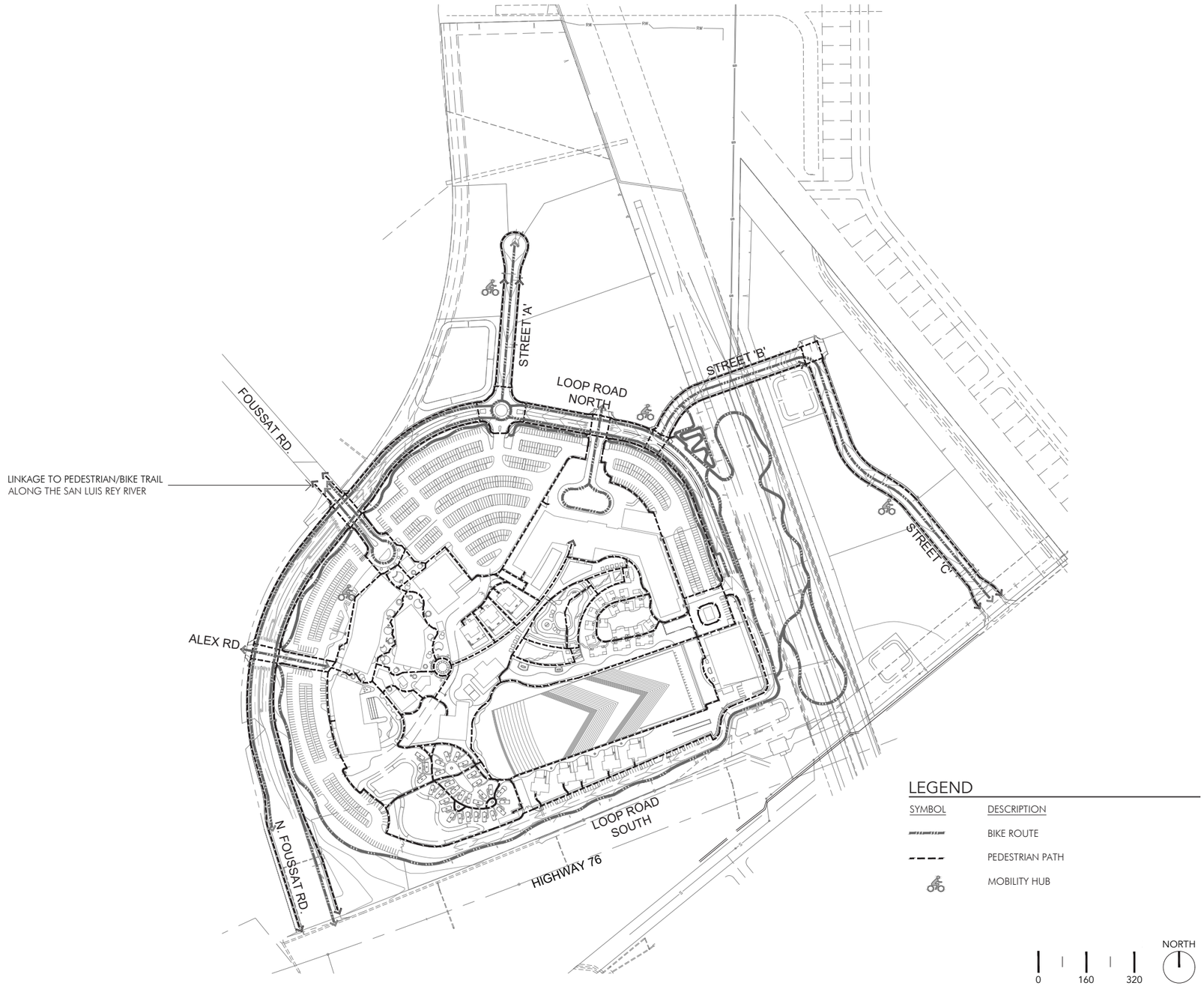
- 10 feet from utility easement boundary (e.g., sewer, water, storm drains, etc.);

- 10 feet from centerline of utility lines without easement from those same utilities;

- 10 feet from driveways (unless a line-of-sight is determined by the Traffic Division to be otherwise);

- 10 feet from traffic and directional signs;

- 8 feet from transformers, cable and pull boxes; and

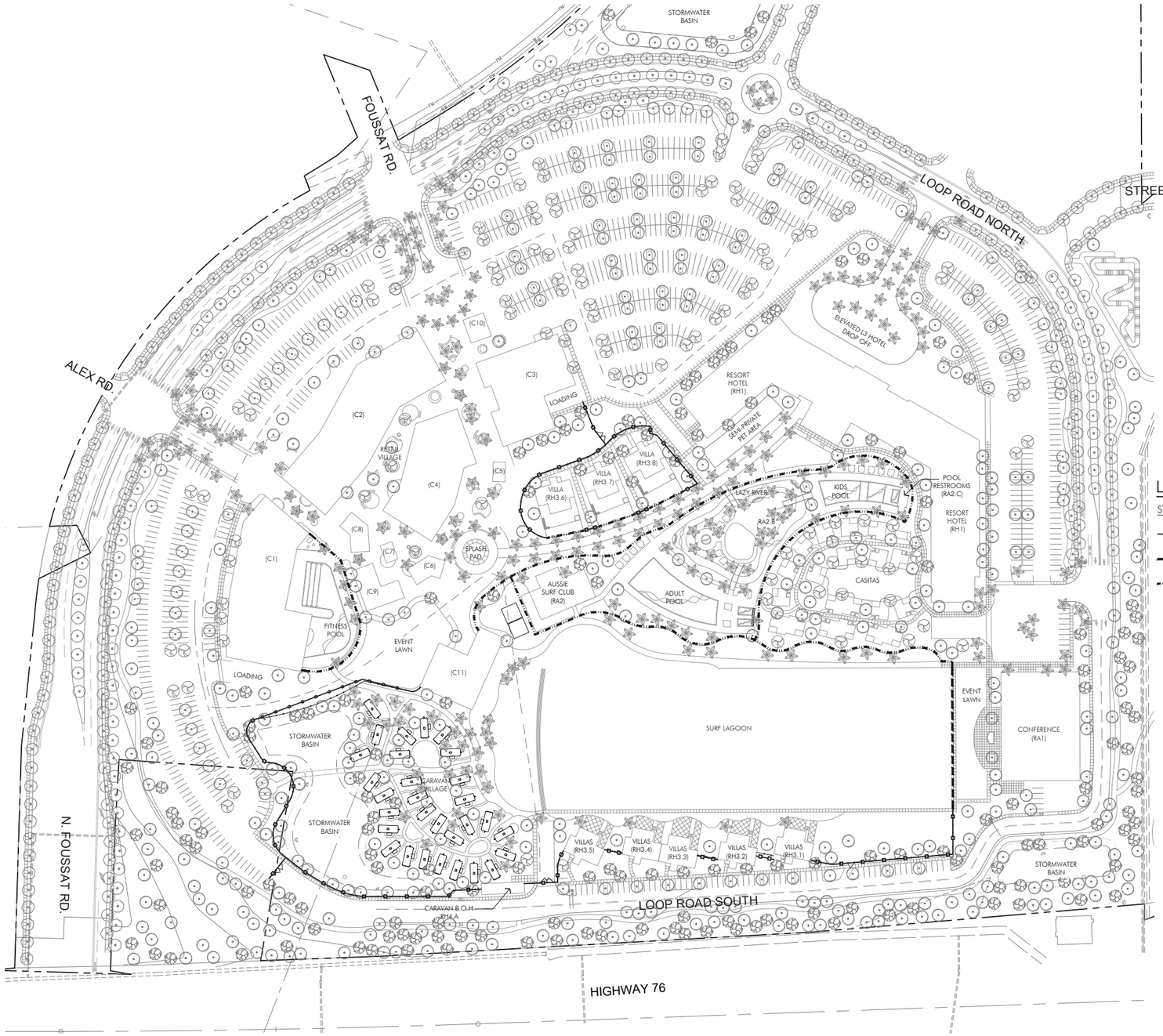


Source: Gensler 2020

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Summary Landscaping Plan

Figure 2-7



LEGEND

SYMBOL	DESCRIPTION	DETAIL
	5'-6" TUBULAR STEEL	B, SHEET L4.0
	3'-6" GLASS GUARDRAIL	C, SHEET L4.0
	6'-0" GLASS FENCE	A, SHEET L4.0

Source: Gensler 2020

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- 5 feet from fire hydrants, other fire apparatus, and mailboxes.

Necessary line-of-sight at arterials, collector, and local streets also shall be determined by the Traffic Engineer. Trees at maturity would retain a horizontal clearance along all roadways from curb to curb for emergency fire vehicle access and distance from a one-story building of 28 feet in width. Mature trees would be maintained to retain vertical clearance of 14 feet from roadway to lowest branches.

Street trees planted in City right-of-way would be installed from a minimum 24-inch box and per City requirements. Where street right-of-way does not accommodate tree planting space, street trees would be planted 3 feet outside right-of-way, subject to approval of the City Engineer. Where Mexican fan palm (*Washingtonia Robusta*) is used as a street tree, a shade tree also would be used (e.g., strawberry tree [*Arbutus Unedo*] or pink trumpet tree [*Tabebuia Impetiginosa*]). Root barriers would be installed adjacent to all paving surfaces within 6 feet of a tree trunk within on-site private portions of the Project and within 10 feet of a tree trunk in public right-of-way.

Table 2-4
CONCEPTUAL LANDSCAPE PALETTE

Scientific Name	Common Name
STREET TREES	
Arbutus Unedo	Strawberry Tree
Pistacia Chinensis	Chinese Pistache
Tabebuia Impetiginosa	Pink Trumpet Tree
Washingtonia Robusta	Mexican Fan Palm
EVERGREEN TREES	
Brachychiton Acerifolius	Flame Tree
Eucalyptus Sideroxylon	Red Ironbark
Ficus Rubiginosa	Rustyleaf Fig
Geijera Parviflora	Australian Willow
Laurus Nobilis	Sweet Bay
Lophostemon Confertus	Brisbane Box
Magnolia Grandiflora	Southern Magnolia
Metrosideros Excelsa	New Zealand Christmas Tree
Pinus Canariensis	Canary Island Pine
Pinus Torreyana	Torrey Pine
Podocarpus Macrophyllus	Yew Pine
Quercus Virginiana	Southern Live Oak
Rhus Lancea	African Sumac
Spathodea Campanulata	African Tulip Tree
DECIDUOUS TREES	
Alnus Rhombifolia	White Alder
Chilopsis Linearis	Desert Willow
Jacaranda Mimosifolia	Jacaranda
Koelreuteria Bipinnata	Chinese Flame Tree
Pistacia Chinensis	Chinese Pistache Multi-Trunk
Platanus Racemosa	California Sycamore
Platanus X Acerifolia `Bloodgood`	London Plane Tree
Tipuana Tipu	Tipu Tree
Ulmus Parvifolia	Chinese Elm
ACCENT TREES	

Scientific Name	Common Name
Aloe Barbadensis	Barbados Aloe
Arbutus X `Marina`	Arbutus Standard
BAMBUSA SPECIES	
Cassia Leptophylla	Gold Medallion Tree
Cercidium X `Desert Museum`	Thornless Palo Verde
Cercis Canadensis `Forest Pansy` Tm	Forest Pansy Redbud
Erythrina Species	Coral Tree
Lagerstroemia Indica	Crape Myrtle
Olea Europaea `Swan Hill` Tm	Swan Hill Olive
Quercus Agrifolia	Coast Live Oak Multi-Trunk
Tabebuia Impetiginosa	Pink Trumpet Tree
PALMS	
Archontophoenix Cunninghamiana	Piccabeen Palm
Brahea Edulis	Guadalupe Palm
Howea Forsteriana	Kentia Palm
Phoenix Dactylifera `Medjool`	Date Palm
Phoenix Reclinata	Senegal Date Palm
Syagrus Romanzoffiana	Queen Palm
Trachycarpus Fortunei	Windmill Palm
Washingtonia Filifera	California Fan Palm
Washingtonia Robusta	Mexican Fan Palm
SHRUBS & GROUNDCOVERS	
Aeonium Species	Aeonium
Agave Species	NCN
Aloe Species	NCN
Arbutus Unedo `Compacta`	Dwarf Strawberry Tree
Bougainvillea Sp	Bougainvillea
Bulbine Frutescens	Stalked Bulbine
Calandrinia Spectabilis	Pink Calandrinia
Calliandra Haematocephala	Pink Powder Puff
Carex Pendula	Hanging Sedge
Carex Spp.	Carex
Carissa Macrocarpa `Green Carpet`	Green Carpet Natal Plum
Carissa Macrocarpa `Tuttle`	Tuttlet Natal Plum
Chondropetalum Tectorum `El Campo`	Cape Rush
Dasylirion Longissimum	Toothless Desert Spoon
Dasylirion Wheeleri	Grey Desert Spoon
Dietes Grandiflora	Wild Iris
Dymondia Margaretae	Dymondia
Echeveria X `Sahara`	Sahara Echeveria
Echinocactus Grusonii	Golden Barrel Cactus
Eriogonum Fasciculatum	Common Buckwheat
Euphorbia Characias Wulfenii	Evergreen Spurge
Festuca Ovina Glauca	Blue Sheep Fescue
Furcraea Foetida `Mediopicta`	Mauritius Hemp
Hesperaloe Parviflora	Red Yucca
Kalanchoe Beharensis	Felt Plant
Leucadendron X `Safari Sunset`	Conebush
Leymus Condensatus `Canyon Prince`	Native Blue Rye

Scientific Name	Common Name
Ligustrum Texanum	Texas Privet
Lomandra Longifolia `Breeze`	Dwarf Mat Rush
Miscanthus Sinensis	Eulalia Grass
Muhlenbergia Species	NCN
Myoporum Species	Myoprorum
Opuntia Basilaris `Baby Rita`	Beavertail Pricklypear
Pachycereus Pringlei	Cardon
Philodendron Species	Philodendron
Phormium Species	NCN
Pittosporum Species	NCN
Rhaphiolepis Species	Indian Hawthorn
Rosmarinus Officinalis `Huntington Carpet`	Huntington Carpet Rosemary
Salvia Clevelandii	Cleveland Sage
Sedum Spp.	Sedum
Senecio Mandraliscae	Blue Finger
Sesleria Autumnalis	Autumn Moor Grass
Strelitzia Reginae	Bird of Paradise
Tradescantia Pallida `Purple Heart`	Purple Queen Spiderwort
Westringia Fruticosa	Coast Rosemary
Yucca Species	NCN
STORMWATER BASIN	
Abutilon Palmeri	Indian Mallow
Heteromeles Arbutifolia	Toyon
Iva Hayesiana	San Diego Poverty Weed
Juncus Mexicanus	Mexican Rush
Juncus Patens	California Gray Rush
Leymus Condensatus `Canyon Prince`	Native Blue Rye
Leymus Triticoides	Wild Rye
Malosma Laurina	Laurel Sumac
Muhlenbergia	Rigens Deer Grass
TURF	
Cynodon Dactylon 'Tifgreen'	Bermuda Grass

2.4.5 Walls and Fences

Walls and fencing would be limited in extent (see Figure 2-8 and Figure 2-9, *Walls and Fencing*). Some tubular metal fencing would be located around the two stormwater basins in the southwestern portion of the site, and also would be associated with villa uses within the commercial component of the Project. Fencing associated with the resort pools and surf lagoon would either consist of a 3.5-foot-high glass and guardrail barrier, or a 6-foot-high glass fence.

2.4.6 Lighting

Site lighting would incorporate a scale and aesthetic to complement the overall character of the proposed Project development. Street lighting would be utilized to provide a safe community, but also to enhance neighborhood character. All lighting would be hooded and designed to prevent light spillover.

Lighting along roadways, as well as interior paths and community walkways, would be designed to emphasize pedestrian scale and orientation, as well as lighting for safety. For example, pathway lighting would be approximately 3 feet in height, focused to show the path and adjacent landscaping, and spaced so that all pathway portions are illuminated for pedestrian safety.

2.4.7 Circulation, Access, and Parking

Mixed-use development combines two or more different types of land uses in close proximity (here residential, commercial, recreational, and retail). As a direct result, these uses are integrated in both location and function, allowing for convenient access between residences, commercial services, employment opportunities, and other uses.

2.4.7.1 Vehicular Circulation and Access

The Project is immediately adjacent to major thoroughfares, including SR 76 south of the Project site, which provide local and regional access (see Figure 2-2). The property is abutted on its western boundary by North Foussat Road (southern half) and the San Luis Rey Bike Path (northern half). Alex Road terminates at the western Project boundary. The easternmost southern boundary is abutted by Mission Avenue. These roads would all continue to provide access to and from the Project site (refer to Figure 2-4). Project streets would be designed as two-lane collectors per the Circulation Element of the City General Plan. New Street "C" would connect to Mission Avenue. Together with North Foussat Road, the Project would tie into these existing facilities via Street "B" and the North and South Loop Roads. Foussat Road would provide concrete curb and gutter and ADA sidewalk, as well as buffered bike travel lanes, on both sides of the street. The north side of Mission Avenue would be improved with Portland cement concrete (PCC) curb and gutter and ADA sidewalk roughly between Fire Station 7 to the west of the Project site and toward Fireside Street to the east. The existing narrowed portion of Foussat Road would be widened to allow for consistent flow-through traffic.

Specific to emergency access, Foussat Road, Loop Roads, and additional internal roads have been identified in Project plans as fire access roads consisting of 28-foot width and paved in concrete or asphalt. Grass pavement/turf block is also drivable. The identified roads contain appropriate access space and turn radii to allow access to structures, fire hydrants, and fire department connections.

2.4.7.2 Pedestrian Circulation and Access

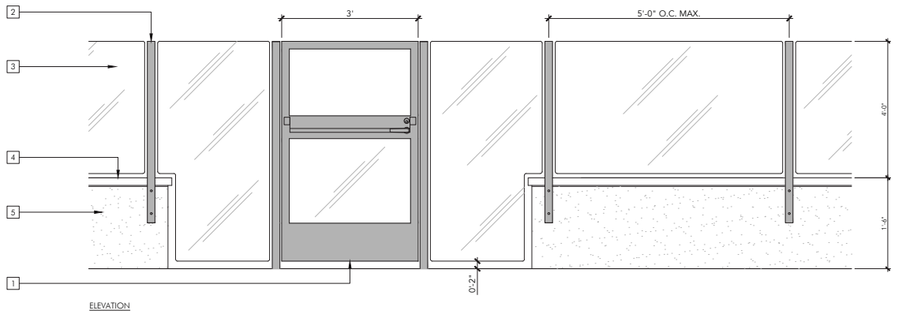
A comprehensive network of trails throughout the proposed Project would connect residential neighborhoods with easy access to the shops, dining, recreational uses, and fitness facilities at the Project's commercial center. Paseos would provide a finer pedestrian network between homes, neighborhoods, and parks. Pedestrian and bike paths are depicted on Figure 2-10, *Pedestrian and Bike Paths*.

The proposed Project's site plan also takes advantage of its location adjacent the San Luis Rey River Trail, providing direct trail connections to/from the Project site for bicycle and pedestrian access.

2.4.7.3 Public Transit Access

The site is located within the Mission Avenue commercial corridor in the City. North County Transit District (NCTD) bus service in Oceanside includes high-frequency headways between the Oceanside and Vista Transit Centers along the Mission Avenue commercial corridor. The closest stop for the 303 bus is

1 STEEL FRAME POOL GATE
2 STEEL POST
3 TEMPERED GLASS
4 CONCRETE CAP
5 STUCCO WALL

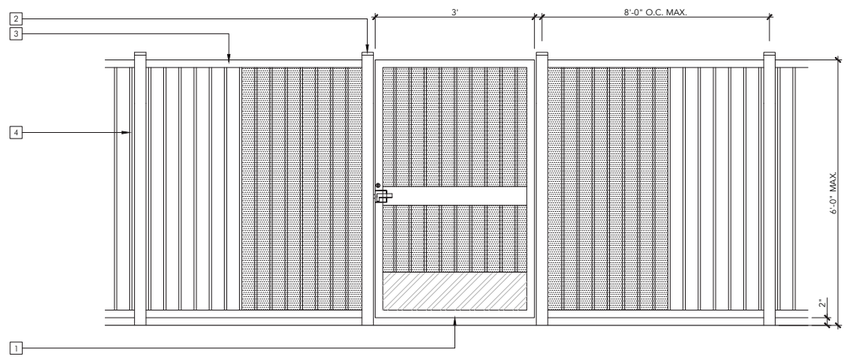


ELEVATION

A GLASS FENCE & GATE

3/4" = 1'-0"

1 PEDESTRIAN GATE
2 2" S.Q. TUBULAR STEEL FENCE POST WITH CAP
3 1-1/2" TUBULAR STEEL RAILS - TOP AND BOTTOM RAILS TO ALIGN FLUSH WITH CENTER OF POST, BOTH SIDES
4 3/4 " PICKETS @ 4" O.C. MAX.

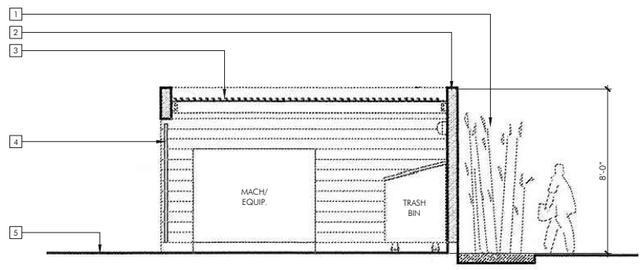


ELEVATION

B TUBE STEEL FENCE & GATE

3/4" = 1'-0"

1 LANDSCAPING WHERE OCCURS - REFER TO PLAN
2 MASONRY WALLS
3 METAL LOUVRES
4 GATE
5 ADJACENT PAVING - REFER TO PLAN



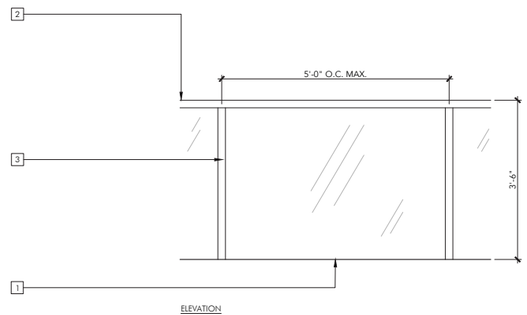
NOTE:

A. TRASH ENCLOSURE/REFUSE AREA SHALL BE LOCATED ON SHEET A1.3 OF THE ARCHITECTURAL PLAN SET

D TRASH ENCLOSURE

1/4" = 1'-0"

1 CLEAR TEMPERED GLASS POOL FENCE PANEL
2 ALUMINUM TOP CAP
3 2"x2" ALUMINUM POST



ELEVATION

C GUARD RAIL

3/4" = 1'-0"

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Source: Gensler 2020

located at Mission Avenue and Frontier Drive, just south of the Project. The Oceanside Transit Center, a major railway interchange serving San Diego and Los Angeles, is located approximately 3 miles to the southwest as a bird flies. A Project cyclist could reach the Oceanside Transit Center in less than 15 minutes. Two mobility hubs would be provided within the Project site to provide public transit connections, first/last mile amenities, and/or ride-share options.

2.4.7.4 Parking

Off-street parking is incorporated into the development to serve commercial and residential uses. Over 1,050 parking spaces would be provided and would include one to two spaces per specific residential unit, 1.2 spaces per hotel room, one space per 300 SF of office/business/professional uses, one space per 250 SF of retail/restaurant uses, and parking as required by City Planning for other recreational commercial uses. Please see Table 2-5, *Mixed-Use Plan Parking Standards*.

Table 2-5
MIXED-USE PLAN PARKING STANDARDS

Proposed Use	Required Parking Spaces
Attached Residential	1.5/unit (including 1 covered[1]) for studios and one-bedroom units 2/unit (including 1 covered) for units with two bedrooms or more
Guest Parking	Minimum amount equal to 20% of the total dwelling units
Parking Space Dimensions	8.5-feet x 18 feet minimum
Garage Dimensions	20 feet wide x 19 feet deep (two-car garage) 10 feet wide x 19 feet deep (one-car-garage)
Food and Beverage Sales	1 per 250 SF
Offices, Business and Professional	1 per 300 SF
Restaurants Full Service *With Live Entertainment*	1 per 250 SF 1 per 250 SF
Retail Sales	1 per 250 SF
Other Commercial Recreation and Entertainment	As specified by City Planner
Hotels	1.2 per guest room

[1] Covered parking to be provided within garages.
[2] Residential two-car garages may include “staggered” or “split” space designs.
SF = square feet

2.4.8 Utilities and Services

The Project would be served by existing and/or proposed public services (e.g., police, fire and emergency response), utilities, and facilities. Project utilities include electrical and natural gas service, water and sewer service, and removal of solid waste. Project utilities would uniformly tie-in to nearby existing facilities, and would not require off-site improvements.

2.4.8.1 Electricity

San Diego Gas and Electric (SDG&E) 34.5 kilovolt (kV) high-voltage transmission lines and their underlying easement bisect the eastern portion of the Project site. These utilities and the easement would remain. Although overall Project electrical needs would be offset through PV installation as described under “Sustainability Features,” tie into existing electrical lines would be required.

2.4.8.2 Water

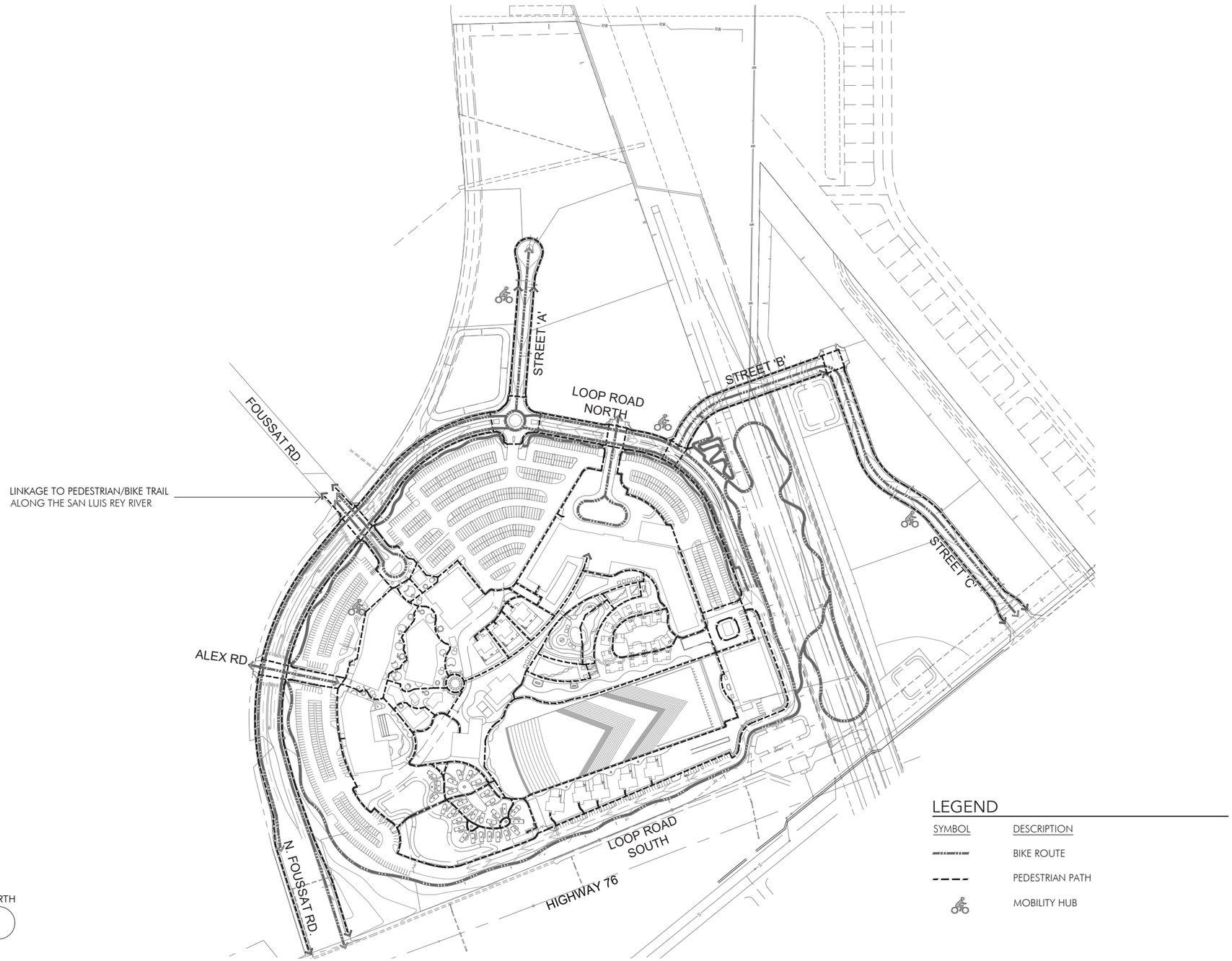
Water service, including for domestic use and fire protection, would be supplied to the Project by the 320 Pressure Zone of the City's public water system. A combination of public and private water systems would be provided on-site to supply the necessary flow and pressure for domestic water demand and the required fire hydrant flow. On-site public water distribution mains would connect to the City's public water system piping in Mission Avenue and Foussat Road. There are three existing water mains located in the Old Foussat Road alignment extending north-south on the western portion of the Project site. The existing 24- and 30-inch transmission mains would be relocated into Foussat Road and connected to the existing pipes at the northern and southern ends of the roadway. The existing 12-inch distribution main would be relocated into Loop Road North, along the eastern frontage of the Project site, and connected to the existing pipes at the northern and southern ends of the roadway. Public water lines would be constructed within the streets accessing the residential areas to provide domestic and fire protection services. A private fire protection system would be included within the proposed development to provide service to on-site fire hydrants located in and among the commercial buildings.

In addition to potable water, recycled water is anticipated to be available through the Fallbrook outfall line in the near future. The Project irrigation system would be designed such that it may be converted to access recycled rather than potable water for irrigation supply upon the availability of recycled water.

2.4.8.3 Sewer

Sewer service would be supplied to the Project by the City's public sewer system located near the existing Mission Avenue Sewer Lift Station. On-site sewer is proposed to be public where it provides service to the proposed residential areas, since they are expected to be constructed by several home builders with different ownerships (Dexter Wilson Engineering 2021). The on-site public sewer line would connect to the existing Mission Avenue Lift Station via a new 30-inch gravity sewer in Mission Avenue. The new gravity sewer line would be constructed in lieu of constructing a parallel 8-inch sewer line just for the proposed Project. Prior to the construction of the new 30-inch sewer interceptor, the City and Project Applicant would enter into a reimbursement agreement in which the City would fund this capital improvement except for the equivalent cost of building an 8-inch parallel sewer just for the proposed Project.

The commercial component of the Project would be served by a private sewer line until it reaches the south side of the Project site parallel to Mission Avenue. At this location, the relocated Mar Lado Sewer Lift Station force main is proposed to connect into the gravity sewer, which would require the gravity sewer to become a public facility. The Mar Lado Sewer Lift Station force main currently extends across the property in the old Foussat Road alignment. The force main would be routed into the new Foussat Road until just north of SR 76; then it would be extended east within a utility easement through the Project site to the new on-site public sewer. From the multi-family residential lots at the north end of the western portion of the site, a public gravity sewer would extend south in the Loop Road and connect to the public sewer line extending from the west parallel to SR 76. These two on-site public sewer lines would then be routed in one gravity sewer line around the western and southern sides of the Mission Avenue Lift Station and connect to the existing 30-inch Lift Station influent line with a new manhole.



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Source: Gensler 2020

HELIX Environmental Planning

Pedestrian and Bike Paths

Figure 2-10

2.4.8.4 Solid Waste

Solid waste service would be provided by Waste Management of North County. As stated above under "Sustainability Features," Chapter 13 of the City Municipal Code requires that Oceanside residents and businesses separate all recyclable material from other solid waste, and California AB 341 directs mandatory recycling for all businesses generating four or more cubic yards of waste and multi-family projects with five or more units. California AB 1826 requires public entities and multi-family projects to recycle organic waste. Proposed commercial and residential areas would comply with the state and City regulations, providing enclosures with adequate space for collection, storage, and separation of all recyclable materials in full compliance with City standards. This includes food waste, food-solid paper, green waste, landscaping and pruning waste, as well as non-hazardous wood waste. The number of enclosures, access, and landscaping requirements associated with collection areas would comply with City requirements and be constructed of non-combustible 6-foot-high masonry or block materials with locking gates. Service would be a minimum of weekly for multi-family uses and weekly or bi-weekly for commercial uses. Waste materials not diverted would be hauled to 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.

2.5 PROJECT PHASING, GRADING AND CONSTRUCTION

The Project would be phased to provide commercial elements and approximately 400 residential units as a first action. A secondary phase would consist of additional residential neighborhoods to be constructed according to market demand following completion of the resort. Project construction activities would consist of grading, installation of underground utilities, internal street and parking area paving, building construction, and architectural coatings. Proposed infrastructure, including utilities relocation, would occur early in the first phase of construction. Construction of the project is anticipated to be complete in approximately August 2023.

Grading has been underway in accordance with the previously approved grading permit. Additional grading is proposed to adjust the site from the mass grading elevations to the proposed elevations necessary to support final pads and finished grading and ensure appropriate drainage; approximately 300,000 CY of additional fill are estimated to be required. Grading would continue after approval of the Project and be complete in approximately December 2021. Pending final certification by FEMA for the completed San Luis Rey River levee project, flood protection would be required for the Project site until the FEMA flood map is certified. The fill would serve to provide this needed protection.

Building construction work hours would be limited to between 7:00 a.m. and 6:00 p.m. Monday through Friday, and on Saturday to those same hours for work that is not inherently noise-producing (i.e., activities resulting in noise levels below the applicable sound level limits). No work is permitted on Sundays and federal holidays except as allowed for emergency work under City Code Chapter 38 (Noise Ordinance).

The Project would incorporate best management practices (BMPs) during construction to reduce emissions of fugitive dust. The San Diego Air Pollution Control District (SDAPCD) Rule 55 – Fugitive Dust Control states that no dust and/or dirt shall leave the property line. SDAPCD Rule 55 requires the following (SDAPCD 2009):

(1) **Airborne Dust Beyond the Property Line:** No person shall engage in construction or demolition activity subject to this rule in a manner that discharges visible dust emissions into the atmosphere beyond the property line for a period or periods aggregating more than 3 minutes in any 60-minute period.

(2) **Track-Out/Carry-Out:** Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out shall:

(i) be minimized by the use of any of the following or equally effective track-out/carry-out and erosion control measures that apply to the project or operation:

(a) track-out grates or gravel beds at each egress point;

(b) wheel-washing at each egress during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and for outbound transport trucks;

(c) using secured tarps or cargo covering, watering, or treating of transported material; and

(ii) be removed at the conclusion of each workday when active operations cease, or every 24 hours for continuous operations. If a street sweeper is used to remove any track-out/ carry-out, only PM_{10}-efficient (particulate matter less than 10 microns) street sweepers certified to meet the most current South Coast Air Quality Management District (SCAQMD) Rule 1186 requirements shall be used. The use of blowers for removal of track-out/carry-out is prohibited under any circumstances.

The control measures listed below are the BMPs that the project would incorporate for dust control and are included in the modeling:

- A minimum of two applications of water shall be applied during grading between dozer/grader passes;
- Paving, chip sealing, or chemical stabilization of internal roadways shall be applied after completion of grading;
- Grading shall be terminated if winds exceed 25 miles per hour (mph);
- All exposed surfaces shall maintain a minimum soil moisture of 12 percent;
- Dirt storage piles shall be stabilized by chemical binders, tarps, fencing, or other erosion control; and
- Vehicle speeds shall be limited to 15 mph on unpaved roads.

2.6 DISCRETIONARY ACTIONS AND APPROVALS

The City has primary approval responsibility for the proposed Project and serves as the lead agency pursuant to CEQA Guidelines Section 15050. Consistent with the City's General Plan and Zoning

Ordinance, implementation of the proposed Project requires that certain entitlements be submitted, reviewed, and approved by the City. The requested entitlements include a TM, CUP, and Development Plan, as discussed in more detail in Section 1.4 of this document. The City would use this SEIR and associated documentation in its decision to approve or deny the required discretionary permits. The City's Planning Commission will hold a public hearing to consider the Final SEIR, TM, CUP, and Development Plan. Upon approval or conditional approval of these Project actions and upon certification of the Final SEIR by the Planning Commission, the City would conduct administrative reviews and grant subsequent permits and approvals to implement Project requirements and conditions of approval. Other Responsible and/or Trustee Agencies can use this SEIR and supporting documentation in their decision-making process to issue additional approvals. A list of the primary actions under City jurisdiction is provided in Table 2-6, *Summary of Project Actions, Approvals, and Permits*.

Table 2-6
SUMMARY OF PROJECT ACTIONS, APPROVALS, AND PERMITS

Public Agency	Approvals and Permits
City of Oceanside Planning Commission	• Certify or reject the Final SEIR along with an MMRP, Findings of Fact, and Statement of Overriding Considerations (as applicable). • Approve, conditionally approve, or deny the proposed Tentative Map (T19-00004), Development Plan (D19-00016), and Conditional Use Permit (CUP19-00021)
City of Oceanside Subsequent Implementing Approvals	• Approve Implementing Development Plans by Planning Commission • Approve or Amend Conditional or Temporary Use Permits • Issue Grading Permit • Issue Building Permits • Approve Road Improvement Plans • Issue Encroachment Permits • Accept Public Right-of-Way Dedications • Approve Street Vacations • Approval of Drainage Plans and Basins
ALUC	• Airport Land Use Compatibility Plan (ALUCP) consistency determination prior to entitlement
FAA	• Issuance of approvals for encroachment within the Oceanside Municipal Airport flight activity zone
Caltrans	• Issuance of encroachment permit if work performed within Caltrans' right-of-way
FEMA	• Issuance of Conditional Letter of Map Revision (CLOMR)/Letter or Map Revision (LOMR) for revisions to flood hazard areas • Certification of FEMA flood map
San Diego RWQCB	• Issuance of a Construction Activity General Construction Permit • Issuance of a National Pollution Discharge Elimination System (NPDES) Permit • Issuance of Section 401 Water Quality Certification
CDFW	• Issuance of a Section 1602 Streambed Alteration Agreement
USFWS	• Issuance of a Biological Opinion (BO) as part of a Section 7 consultation process between USACE and USFWS
USACE	• Issuance of a Nationwide Permit

It is also noted that this SEIR relies upon the previously certified Pavilion FEIR. Portions of the prior project related to the site footprint are underway. As indicated above, the site is currently being graded in compliance with that prior approval and pursuant to required conditions of the prior project (the 88.3-acre Reduced Project/Draft Subarea Plan Alternative). Applicable mitigation measures have been/are being completed pursuant to the Mitigation Monitoring and Reporting Program prepared for that project. The reader is referred to Sections 1.1, 1.2, and 1.3 of this SEIR for more detailed information on how the prior project and Pavilion FEIR overlap and are applicable to the current proposed Project and this SEIR.

3.0 ENVIRONMENTAL SETTING

This chapter provides a description of existing conditions for the Project. The existing setting addresses the Project site as well as the off-site components; and provides an overview of the local and regional environmental setting pursuant to Section 15152 of the CEQA Guidelines.

3.1 REGIONAL SETTING

San Diego County encompasses 4,261 square miles and is characterized by varied topography including ocean, lagoons, mountains, and desert (County 2011). The western side of the county is bordered by the Pacific Ocean and is primarily urban while the eastern side is composed of mountains, desert, and undeveloped backcountry. The County can be divided into three distinct geomorphic regions: the Coastal Plain, the Peninsular Ranges, and the Salton Trough. Each region is characterized by different climatic, topographic, biological, and geologic settings. The City is located within the Coastal Plain region, which is underlain by layers of marine and non-marine sedimentary rock units from the last 140 million years. The region is relatively flat and, given its proximity to the Pacific Ocean, has low elevations.

The City is located within the coastal zone of northern San Diego County. The City encompasses approximately 42 square miles and is bounded by the Pacific Ocean to the west, Camp Pendleton to the north, the city of Vista and 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 2,000-foot pier, and public beaches (City 2020a). Most of the city is developed, with eastern Oceanside characterized by single-family houses intermixed with canyon and hillside open spaces. Park, commercial, and institutional (schools and churches) uses occur within and around the residential uses. Western Oceanside along the coast is characterized by a grid pattern of streets with single-family houses behind major commercial and mixed-use areas.

The City experiences a moderate temperate climate with warm, dry summers and cool, wet winters. Based on recent climate records from the Western Regional Climate Center (WRCC) monitoring station located in the City (Oceanside Marina, ID No. 046377), the City experiences an average annual maximum temperature of 67.6 degrees Fahrenheit, an average annual minimum temperature of 52.7 degrees Fahrenheit, and an average total annual precipitation of 10.54 inches (WRCC 2020).

3.2 LOCAL SETTING

The Project site is located north of Mission Avenue and SR 76, immediately east of Foussat Road and west of Fireside Street. Surrounding land uses include the San Luis Rey River located north and west of the property, the Oceanside Municipal Airport to the west, Oceanside Fire Department Station No. 7 to the south (between SR 76 and Mission Avenue), the City's Mission Basin Groundwater Purification Facility located to the northeast, and a combination of single-family residential and commercial development and open space located to the east and south. A San Diego Gas & Electric (SDG&E) transmission line easement traverses the center of site in a north-south direction. The City has water, sewer, and recycled water utilities buried within this joint use easement.

The Project site encompasses approximately 92 acres located at 3480 Mission Avenue, Oceanside, CA 92054. The Project site is zoned Community Commercial (CC with a Commercial General Plan Land Use

Designation. The site was formerly developed with a drive-in movie theater and associated parking areas, and is now vacant, used weekly for a weekend-only swap meet and other periodic events. When the Pavilion FEIR was authored in 2008, the site contained remnants of a drive-in theater, including large areas of pavement, a snack bar/projection room building, an office building, two ticket booths, and four movie screens. However, the Project site has since undergone grading in accordance with the conditions of the prior project approvals. The property has been greatly disturbed and is largely covered with weeds, with a few scattered trees and patches of shrubs.

3.3 LOCAL AND REGIONAL PLANNING CONTEXT

The Project is located within the jurisdiction of the City of Oceanside. Section 15125(d) of the CEQA Guidelines requires that an EIR include a discussion of any inconsistencies between the proposed Project and applicable general plans and regional plans. The applicable local and regional plans and policies are summarized below.

3.3.1 City of Oceanside General Plan

The State of California requires each city to have a general plan to guide its future, and mandates that the plan be updated periodically to assure relevance and utility. The City'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. The goals, policies, objectives, and strategies of the City's General Plan provide the policy framework for local land use decisions. Apart from the Housing Element, which was updated and adopted by the City Council in June 2021, and the Circulation Element, which was updated in 2012, the General Plan was last updated in 2002. The City is in the process of updating the General Plan. In 2019, Phase 1 of the General Plan update was adopted. Phase 1 of the General Plan update includes two new elements: an Economic Development Element and Energy and Climate Action Element, which incorporates the GHG reduction goals of the newly adopted CAP. The goals and policies of the Economic Development Element and Energy and Climate Action Element, along with the GHG emissions reduction measures of the City's CAP, provide important guidance for the second phase of the General Plan update. Phase 2 will involve the updating of the City's remaining General Plan elements: Land Use; Circulation; Noise; Recreational Trails, Public Safety; Hazardous Waste Management; Military Reservation and Environmental Resources Management. Completion of the General Plan update is not anticipated until 2022.

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 set of actions to achieve the identified goals and objectives. The Housing Element facilitates the development of a variety of housing types for all income levels to meet the existing and future needs of residents. It also encourages new housing growth patterns that conform to local, regional, and state policies for sustainable development and energy use. The Housing Element promotes equal access to housing and guides the development of the community's character while maintaining and enhancing the quality of existing residential neighborhoods.

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.

Land Use Element

The Land Use Element and Land Use Map identify the type of land uses that have been planned for within the City. The purpose of the Land Use Element is to describe present and planned land use activity that has been designed to achieve the community's long-range objectives for the future. The Land Use Element and Map identify the proposed general distribution, location, and extent of land uses such as industrial, commercial, residential, institutional, agricultural, open space, and community facilities. The element contains goals, objectives, policies, and implementation programs, along with maps and diagrams that outline the future land uses within the City. The element also provides direction related to how future development would occur, such as the intensity/density and character of new development. The proposed Project site is designated as Community Commercial (CC).

Recreational Trails Element

The Recreational Trails Element provides provisions for, and maintenance of, pedestrian, bicycle, and equestrian trail systems throughout the City. The purpose of the Recreational Trails Element is to provide goals and objectives that would improve the operation and design of the City's trail system for bicycles, pedestrians, and equestrians.

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 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 Economic Development Element establishes, refines, and consolidates 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 assists the City Council and other decision-making bodies in assessing City regulations, programs, and assets and responding to public input, regional policies, federal and state requirements, land development proposals, and funding opportunities.

Energy and Climate Action Element

The Energy and Climate Action Element contains policies and strategies to promote the overarching goals of growing the City's economy and addressing energy needs while reducing the City's carbon footprint. This element outlines goals and policies meant to incorporate the concept of sustainability into the City's decision-making process, including its long-range planning projects, development review protocols, community engagement efforts, and capital improvement programs.

3.3.2 City of Oceanside Municipal Code

The City's Municipal Code contains all the adopted ordinances for the City and is divided into 40 chapters. The Municipal Code provides regulations applicable to development, including codes addressing building construction and regulations, solid waste and recycling, fire protection and police enforcement, historic preservation, public property and usage regulations, drainage and runoff control, noise control, undergrounding utilities, and development impact fees, among others. Consistency with applicable elements of the City's Municipal Code is discussed in Chapter 4.0.

3.3.3 North County Multiple Habitat Conservation Program/Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan

The City is located within the North San Diego County Multiple Habitat Conservation Program (MHCP). The MHCP is a comprehensive conservation planning process coordinated by SANDAG to address the needs of multiple plant and animal species in northwestern San Diego County. The MHCP encompasses the cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. The goal of the MHCP is to conserve habitat while contributing to the protection and preservation of habitat for rare, threatened, or endangered species. The MHCP serves as the framework document for the MHCP cities identified above. The Oceanside Subarea Habitat Conservation Plan (HCP)/Natural Communities Conservation Plan (hereafter, Subarea Plan) provides for the conservation and management of natural biotic communities and sensitive plant and wildlife species pursuant to the California Natural Community Conservation Planning Act and the U.S. Endangered Species Act. The Subarea Plan provides for the issuance of citywide permits for the incidental take of sensitive species in conjunction with private development projects, public projects, and other activities, which are consistent with the Subarea Plan. In addition, the Subarea Plan serves to preserve wildlife habitat within the City's open space system and constitutes Oceanside's contribution to the MHCP.

3.3.4 City of Oceanside Zoning Ordinance

The City's Zoning Ordinance is the primary implementation tool for the General Plan's 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. The underlying zoning at the Project site is Community Commercial (CC). The Land Use Element of the General Plan specifies that the CC designation is intended to provide the community with commercial centers containing a variety of commercial establishments as well as land uses dedicated to entertainment and dining. While the residential and open space uses are not allowed by right in the CC designation, they are allowed with the approval of a Mixed-Use Development Plan and a CUP.

3.3.5 Airport Land Use Compatibility Plans

The San Diego County Regional Airport Authority serves as the ALUC for San Diego County and develops and adopts Airport Land Use Compatibility Plans (ALUCPs) for each public use and military airport within its jurisdiction. The ALUCP provides policies to ensure compatibility with airport and surrounding uses and safeguards the general welfare of inhabitants within an airport's vicinity. These policies span various topics including noise, overflight zones, and safety within an established airport influence area (AIA) for each airport. The Project site is within the AIA and FAA Part 77 Noticing Area for the Oceanside Municipal Airport and is subject to the parameters set forth in the Oceanside Municipal ALCUP. The southwestern-most portion of the site is located within the Avigation Easement Area of the Oceanside Municipal Airport. Portions of the site are within designated Safety Zones 1, 2, 3, 4, and 6 of the ALUCP, with the entire site within Review Area 1.

3.3.6 San Diego Association of Governments: Regional Transportation Plan and Sustainable Communities Strategy

SANDAG serves as the regional planning agency for the County of San Diego and is a key partner in planning and funding roadways and other components of the transportation network within the County.

SANDAG serves as the forum for decision-making on regional issues such as growth, transportation, land use, the economy, and the environment. SANDAG builds consensus, makes strategic plans, obtains and allocates resources, and provides information on a broad range of topics pertinent to the region's quality of life. SANDAG is governed by a Board of Directors composed of mayors, council members, and supervisors from each of the San Diego region's 18 local governments.

The SANDAG 2050 Regional Transportation Plan (RTP) was adopted in October of 2011 by the SANDAG Board of Directors. SANDAG's RTP is the blueprint for a regional transportation system, serving existing and projected residents and workers within the San Diego region to further enhance the region's quality of life and offer more mobility options for people and goods. The RTP envisions sustainable communities conducive to transit, walking, and bicycling. To achieve this, future growth will be more compact in nature and focused along major transit and transportation corridors.

As part of the regional transportation planning process, SANDAG also prepared a Sustainable Communities Strategy (SCS). Passed in 2008, SB 375 encourages planning practices that create sustainable communities and charges the CARB with setting regional targets for GHG emissions. Pursuant to SB 375, each Metropolitan Planning Organization (MPO) is required to adopt an SCS as part of its RTP and, using the most recent planning assumptions, demonstrate achievement of the targets for reduction of GHGs. The purpose of the SCS is to align regional transportation, housing, and land use plans to reduce the amount of VMT to attain the regional targets. The RTP/SCS also outlines projects for rail and bus services, highways, local streets, bicycling, and walking, as well as systems and demand management.

3.3.7 San Diego County Congestion Management Plan

The Congestion Management Plan (CMP) was prepared by SANDAG as required by state law. The CMP was developed as an integral and complementary part of the region's overall growth management strategy, air quality improvement, and transportation development programs. The CMP establishes a process to help ensure that a balanced transportation system is developed that better relates population growth, traffic growth, and land use decisions to transportation and air quality improvement. The CMP includes the setting of traffic level of service and transit performance standards, the development of both a trip reduction program and a land use impact analysis process, and the preparation of a capital improvement program.

3.3.8 Water Quality Control Plan for the San Diego Basin

The U.S. Environmental Protection Agency (USEPA) has delegated responsibility for the implementation of portions of the Clean Water Act to the State Water Resources Control Board (SWRCB) and the RWQCBs, including water quality control planning and control programs such as the National Pollutant Discharge Elimination System (NPDES) program. The NPDES program is a set of permits designed to implement the Clean Water Act that apply to various activities that generate pollutants with potential to impact water quality. The RWQCB adopted a Water Quality Control Plan for the San Diego Basin (Basin Plan). This Basin Plan sets forth water quality objectives for constituents that could cause an adverse effect or impact on the beneficial uses of water. The plan is designed to preserve and enhance the quality of water resources in the San Diego Region. The purpose of the plan is to designate beneficial uses of the region's surface water and groundwater, designate water quality objectives for the reasonable protection of those uses, and establish an implementation plan to achieve the objectives. The Basin Plan incorporates by reference all applicable State Water Resources Control Board and

RWQCB plans and policies. Projects resulting in discharges, whether to land or water, are subject to Section 13263 of the California Water Code and are required to obtain approval of Waste Discharge Requirements from the RWQCBs. During both construction and the operation, private and public development projects are required to include stormwater best management practices to reduce pollutants discharged from the Project site to the maximum extent practicable.

3.3.9 San Diego Air Pollution Control District

The San Diego Air Pollution Control District (SDAPCD) and SANDAG are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the San Diego Air Basin (SDAB). The San Diego County Regional Air Quality Strategy (RAQS) was most recently updated by the SDAPCD in 2016. The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for ozone. The SDAPCD also develops the air basin's input to the State Implementation Plan (SIP), which is required under the Federal Clean Air Act (CAA) for areas that are out of attainment of air quality standards. The SIP, approved by the USEPA, includes the SDAPCD's plans and control measures for attaining the ozone national standard and is updated on a triennial basis.

The RAQS relies on information from California Air Resources Board (CARB) and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the county, to project future emissions and then determine from that the strategies necessary to reduce emissions through regulatory controls**.** The SIP relies on the same information from SANDAG to develop emission inventories and emission reduction strategies that are included in the attainment demonstration for the air basin**.** The SIP also includes rules and regulations that have been adopted by the SDAPCD to control emissions from stationary sources. These SIP-approved rules may be used as a guideline to determine whether a project's emissions would have the potential to conflict with the SIP and thereby hinder attainment of the national air quality standard for ozone.

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4.0 ENVIRONMENTAL EFFECTS REQUIRING ADDITIONAL ANALYSIS

Pursuant to Sections 15162 and 15163 of the CEQA Guidelines, a lead agency should limit an SEIR's discussion of environmental effects to specific issues where significant effects on the environment may deviate from those discussed in the previously certified EIR. An SEIR need only contain the information necessary to analyze the project modifications, changed circumstances, or new information that triggered the need for additional environmental review. Therefore, this chapter evaluates environmental resource areas for which the proposed Project was determined to have the potential for new or substantially more severe significant direct, indirect, and/or cumulative environmental effects compared with the Project analyzed in the Pavilion FEIR.

Environmental analyses presented in the Pavilion FEIR addressed ground disturbing activities during grading and base site preparation of approximately 88.3 acres, as well as environmental effects associated with construction and operation. Topical areas for which no impacts were identified included Agricultural Resources, Mineral Resources, Recreation, and Population/Housing. Topical areas for which less than significant impacts were identified included Aesthetics, Air Quality, Hydrology and Water Quality, Land Use, Public Services, and Utilities. Significant and mitigable impacts were identified for the following environmental issues:

- **Biological Resources:** jurisdictional impacts to 0.12 acre of southern willow scrub, 0.39 acre of disturbed southern willow scrub, and 0.22 acre of disturbed wetland; loss of approximately 40 acres of non-native grassland; and potential indirect impacts to sensitive species within the San Luis Rey River associated with fugitive dust, invasive plants, habitat fragmentation, noise, and night-lighting.

- **Cultural and Paleontological Resources:** potential to impact buried cultural resources and fossil-bearing portions of the Eocene Santiago Formation.

- **Geology/Soils:** potential issues associated with ground settlement associated with liquefaction and dynamic compaction.

- **Hazards and Hazardous Materials:** release of isolated concentrations of the pesticide dieldrin and toxaphene (associated with prior on-site agriculture starting in 1928 until approximately 2000) during grading, and potential removal of on-site soils contaminated by leakage from an off-site underground storage tank if such soils are identified on site during grading, potential asbestos and lead associated with on-site structures, and overflight safety compliance.

- **Noise:** potential for construction noise to adversely impact least Bell's vireo breeding between March 1 and September 1.

- **Transportation/Traffic:** direct impacts to the segments of Mission Avenue between Foussat Road and El Camino Real, El Camino Real between Los Arbolitos Boulevard and Mission Avenue, North Douglas Drive between Pala Road and El Camino Real (two segments); and at the intersections of Pala Road/North Douglas Drive and SR 76/Rancho del Oro Drive.

Mitigation measures and/or measures incorporated into Project design through conditions of approval were identified to reduce each of these potential impacts to less than significant levels.

Two topical areas were identified as having significant and unmitigable impacts under CEQA. Project effects for which significant impacts were identified that would not be reduced to less than significant levels through implementation of required mitigation measures included:

- **Transportation/Traffic:** impacts to the roadway segments of North Douglas Drive between North River Road and Pala Road (constrained by the bridge over the San Luis Rey River, with right-of-way limitations identified in the City Circulation Element) and El Camino Real between Mesa Drive and Oceanside Boulevard (short-term impact during construction related to construction haul trucks).

- **Global Climate Change:** An incremental contribution to global climate change was assessed as "extremely small" (a contribution to statewide carbon dioxide of approximately 0.0000577 percent) but was considered significant and unmitigable due to a lack of identified standards or criteria.

Although mitigation measures were identified that would reduce impacts to El Camino Real and climate change, they were not identified as feasibly reaching less than significant levels.

The environmental resources that are specifically analyzed in this chapter of the SEIR relative to the potential for the proposed Project to result in new or substantially more severe significant impacts than those assessed in the Pavilion FEIR are Aesthetics, Land Use and Planning, Noise, Public Services, Transportation and Traffic, and Utilities and Service Systems. The topics of Agriculture and Forestry Resources; Biological Resources; Cultural (and Tribal Cultural) Resources; Geology and Soils; Hazards and Hazardous Materials; Hydrology and Water Quality, Mineral Resources; Paleontological Resources; Population and Housing; Recreation; and Wildfire are addressed in Chapter 5.0, *Effects Found Not to be Significant*, of this SEIR.

Each subchapter includes a discussion of the environmental setting, applicable regulations pertaining to the resource area, impact assessment, and mitigation measures, where applicable. Where appropriate, this SEIR refers to existing information contained in the Pavilion FEIR concerning the environmental setting and applicable regulatory environment where those discussion items remain unchanged from the prior analysis.

4.1 AESTHETICS

This section describes the existing visual setting of the Project site and surrounding area and evaluates the potential for the proposed Project to result in impacts to scenic vistas, resources within a scenic highway, and daytime or nighttime views from increased light or glare, as well as consistency with applicable zoning and other regulations governing scenic quality. This section will also focus on a comparison of the proposed Project to the prior project relative aesthetics impacts.

4.1.1 Existing Conditions

4.1.1.1 Conditions Evaluated in Pavilion FEIR

At the time of preparation of the Pavilion FEIR in 2008, 65 acres of the 92-acre Project site were vacant. The remaining 27 acres supported a drive-in theater with four large screens, each about 50 feet in height and ranging from 60 feet to 80 feet in width, paved areas (parking lots and access roads), minimal ornamental landscaping, and an SDG&E transmission line corridor. The Project site has minimal topographical variation, with elevations ranging from 27 feet to 47 feet.

4.1.1.2 Current Conditions

Presently, the Project site is vacant; the drive-in theater and all four screens have been removed from the Project site. The site has undergone grading in conformance with the initial approvals of the Pavilion FEIR and grading permit. Some vegetation remains adjacent to the SDG&E transmission corridor in the eastern portion of the site, but the majority of the site is void of vegetation. The site does not support physical structures other than the transmission towers and lines.

4.1.2 Regulatory Framework

4.1.2.1 State of California Scenic Highways Program

Recognizing the value of scenic areas and the value of views from roads in such areas, the California State Legislature established the California Scenic Highway Program in 1963. This legislation sees scenic highways as “a vital part of the all-encompassing effort to protect and enhance California’s beauty, amenity and quality of life.” Under this program, several state highways have been designated as eligible for inclusion as scenic routes.

4.1.2.2 City of Oceanside General Plan

The City’s General Plan Land Use Element, Environmental Resources Management Element, and Environmental Development Element all contain goals, policies, or objectives that are applicable to scenic resources or visual amenities.

Land Use Element

The City’s General Plan Land Use Element describes present and planned land use activity that has been designed to achieve the community’s long-range objectives for the future (City 2002). The Land Use Element provides direction related to how future development will occur, such as the intensity/density and character of new development. The General Plan Land Use Element contains the following goals, policies, objectives that are relevant to the proposed Project.

Community Enhancement

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.

To implement the goal set forth for Community Enhancement, the General Plan Land Use Element identifies several objectives and associated policies as follows:

Community Values

Objective: To ensure the enhancement of long-term community and neighborhood values through effective land use planning.

A. Land uses shall be attractively planned and benefit the community.

B. Land uses shall not significantly distract from nor negatively impact surrounding conforming land uses.

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.

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.

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.

Recreation and Scenic Areas

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

Economic Development Element

The Economic Development Element, adopted in 2019, 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 (City 2019). The Economic Development Element has a single policy that relates to aesthetics:

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 (Policy EDE-1a-2).

4.1.2.3 Municipal Code

City of Oceanside Municipal code, Chapter 39, Light Pollution Regulations

The intent of the City's Light Pollution Regulations is to restrict the permitted use of certain light fixtures emitting undesirable light rays into the night sky and to establish the requirements for lamp source and shielding of outdoor light emissions. All outdoor light fixtures shall be installed in conformance with the provisions set forth in the Chapter.

4.1.3 Thresholds of Significance

Implementation of the proposed Project would result in significant impacts if it would:

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

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

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

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

4.1.4 Methodology

To provide an objective basis for evaluation, this analysis looks at both character and quality of the existing and proposed conditions. Potential visual impacts resulting from implementation of the Project were evaluated using data from observations and relies on the exhibits prepared for the Mixed-Use Development Plan and contained in Chapter 2.0, *Project Description*, of this SEIR (see Figures 2-3 through 2-9). Impact discussions also focus upon the previous visual impact analysis as discussed in the Pavilion FEIR and how variations in the current Project may result in new or altered impacts.

4.1.5 Impact Analysis

4.1.5.1 Issue 1 – Scenic Vistas

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

Impact Analysis

A scenic vista is generally defined as a public viewpoint that provides expansive or notable views of a highly valued landscape and are typically identified in planning documents, such as a general plan, but can also include locally known areas or locations where high-quality public views are available. The City's General Plan does not identify scenic vistas within the City; however, the General Plan Environmental Resources Management Element notes the importance of the preservation of views of the ocean and Camp Pendleton as important visual elements. Further the Environmental Resources Management Element recognizes the importance of preserving significant open spaces.

Like the conditions considered at the time of the Pavilion FEIR, the Project site consists of vacant land with minimal obstructions across the site. However, as noted, the buildings and infrastructure associated with the drive-in theater have been removed from the site; the SDG&E transmission corridor remains. Consistent with the analysis contained within the Pavilion FEIR, the surrounding land uses, that have views into and across the Project, site continue to consist of the San Luis Rey River and bike path to the north, SR 76 and Mission Avenue to the south, a residential neighborhood with single-family homes to the east, and the Oceanside Municipal Airport to the west.

In the Project vicinity, SR 76 is elevated and has broad views across the site spanning to the mesas in the background. Like SR 76, Mission Avenue, which is presently at grade with the Project site, has wide views across the site with no obstructions. Similarly, views into the site from land uses to the north, primarily the San Luis Rey River bike path and surrounding open space, are expansive. Views across the site extend to the mesas in the background south of SR 76. The foreground and middle-ground views are dominated by the transmission corridor and the graded site. The residential land uses to the east of the site have limited views into the site as the fenced rear yards obstruct ground level views; however, the towers and power lines within the transmission corridor are visible. Lastly, views from the west are from the Oceanside Municipal Airport and viewers from this location also have direct and unobstructed views into the site and across towards the residential land uses to the east.

The views from these land uses would transition as the Project site is developed with the resort and conference facilities and 11 commercial buildings totaling 472,850 SF; a maximum of 700 dwelling units on 36 acres comprised of a combination of townhomes, apartments, condominiums, and senior housing; and 20 acres of recreational and open space. Of consideration for the aesthetic analysis in this SEIR is that unlike the previously approved Pavilion FEIR, which proposed 950,000 SF of commercial land uses, the Project as proposed is a reduction in the amount of commercial square footage and introduces the residential and recreational/open space land uses.

Specifically, in comparison to the prior project analyzed in the Pavilion FEIR, the proposed Project is a reduction in overall development density; however, it would increase the number of multiple story structures (and associated increased heights). Commercial structures would be limited to 50 feet and the various residential components (townhomes, apartments, condominiums, and senior housing) would range from two to four stories. The . To compare, the prior project proposed in the Pavilion FEIR contained structures ranging from 22 feet to 56 feet, with an average height of 36 feet. An additional

marked variation is that the Project would preserve 20 acres of open space, which includes the recommended habitat buffer that parallels the transmission corridor in addition to parks linked by a series of trails.

In relation to scenic vistas, while the proposed Project would be a shift in the mass and scale as opposed to the prior project as evaluated in 2008, it would be a similar transition from the vacant land to urban development and would comparably obstruct existing views into and across the site. Despite this transition, the currently vacant site does not support any of the land uses identified as significant open spaces in the General Plan Environmental Resources Management Element: parks, schools with their adjacent playgrounds and athletic fields, golf courses, cemeteries, churches with extensive grounds, or the visual elements of the ocean and Camp Pendleton. Likewise, there are no such surrounding land uses. Therefore, the proposed Project as concluded in the Pavilion FEIR would have no impact in relation to a scenic vista.

Significance of Impact

The Project site and the surrounding land uses do not contain any elements that constitute a scenic vista and, therefore, the Project would have no impact in relation to this issue.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required.

4.1.5.2 Issue 2 – Scenic Resources within a Scenic Highway

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

Impact Analysis

Caltrans maintains a list of designated and eligible scenic state highways. SR 76 from Interstate (I-)5 to SR 79 is listed as an eligible scenic highway but is not a formally designated state scenic highway (Caltrans 2021).

Similar to the conditions evaluated in the Pavilion FEIR, the Project site does not support trees or rock outcroppings and more recently the site has undergone extensive grading pursuant to the conditions of the prior project. At the time of the Pavilion FEIR the Project site supported minimal infrastructure consisting of the drive-in theater with its four screens and associated ancillary buildings and paved areas, as well as the SDG&E transmission corridor. Presently, all remnants of the drive-in theater have been removed from the site and the only visible manmade structures on-site occur within the SDG&E transmission corridor. Given that the site does not contain scenic resources and it is not within the viewshed of a designated scenic state highway, as with the previous Pavilion FEIR, the Project would have no impact to scenic resources within a state scenic highway.

Significance of Impact

The Project site does not contain scenic resources, including but not limited to trees, rock outcroppings, or historic buildings within a state scenic highway; no impact would occur.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required.

4.1.5.3 Issue 3 – Conflict with Scenic Quality Regulations

Would implementation of the Project conflict with applicable zoning and other regulations governing scenic quality?

Impact Analysis

The Project site has a zoning and land use designation of Community Commercial. As discussed, the Project site has experienced extensive grading in accordance with the conditions set forth in the prior project approvals. In its current state, the Project site is primarily void of vegetation, although some low-lying ruderal vegetation exists along the eastern boundary. The primary visual element is the SDG&E transmission corridor that bisects the eastern portion the Project site in a north-south direction. The site lacks features that constitute a visual resource. Applicable regulations governing scenic quality include those contained in the City's General Plan Land Use and Environmental Resources Management Elements that focus on community values, land use compatibility, architecture, and the preservation of significant visual open spaces and the visual elements of the ocean and Camp Pendleton. There are no specific zoning requirements in relation to scenic quality that are applicable to the Project or Project area, although there are standards for site design. As discussed in Chapter 2.0 of the SEIR, the proposed Project has incorporated a series of Project design features to assure compatibility with the surrounding existing land uses. Some of the Project design features are summarized as follows:

Structural Elements

- Provide a variety of architectural styles and building configurations, such as courts and clusters, to avoid a monotonous appearance.
- Show sensitivity to adjacent properties, open space, and community amenity areas with appropriate setbacks and orientation of buildings and facades.
- Provide for a varied streetscape and community appearance.
- Blend compatible architectural styles and utilize a distinctive palette of colors and materials responsive to the overall proposed Project branding within each commercial area and residential neighborhood.
- Provide varied building setbacks along the street and/or articulate each building.
- Orient buildings to incorporate a relationship between indoor and outdoor space.

Pedestrian Enhancements

- Include landscaping and provide spaces and pedestrian amenities for social interaction within internal streets such as small gathering areas, mailbox clusters, benches and seating, water features, and shaded areas.

- Provide traffic calming measures such as narrower roadways, on-street parking, bump-outs, and speedbumps along internal streets.

- Design internal streets with sidewalks along a minimum of one side to promote pedestrian activity within the development.

- Provide enhanced pedestrian circulation with access and connections to internal walkways, paseos, and open space systems.

With these Project design features, the proposed Project is consistent with the architecture objective and policies of the General Plan Land Use Element to provide architectural quality that enhances neighborhood and community values and City image.

The prior project as proposed in the Pavilion FEIR was found to have no conflicts with regulations or policies governing scenic quality. While the proposed Project is varied in land use and design compared from the prior project, it would not result in new impacts and likewise would not conflict with applicable regulations or policies governing scenic quality.

Significance of Impact

The Project does not conflict with any applicable zoning and other regulations governing scenic resources; no impact would occur.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required.

4.1.5.4 Issue 4 – Light or Glare

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

Impact Analysis

The use of outdoor lighting is often necessary for adequate nighttime safety and utility, but common lighting practices can also interfere with the nighttime visual environment by creating glare, unnecessary waste of energy and resources in the production of too much light or wasted light, interference in the use or enjoyment of property, which is not intended to be illuminated at night, and/or increased urban skyglow.

Presently the Project site is vacant and supports no source of light; however, the surrounding urban land uses do contribute to nighttime light in the Project area. These include light emanating from vehicles traveling along adjacent roadways, light standards along SR 76 and Mission Avenue, light emitted from the nearby commercial land uses (strip mall and gas station along Mission Avenue), the navigational lighting at the Oceanside Municipal Airport, and light from the surrounding residential land uses.

The proposed commercial and residential land uses would introduce new sources of light. Site lighting would incorporate a scale and aesthetic to complement the overall character of the Ocean KAMP development. Street lighting would be utilized to provide a safe community, but also to enhance

neighborhood character. All lighting standards would be hooded LED lighting and designed to prevent light spillover.

Lighting along roadways, as well as interior paths and community walkways, would be designed to emphasize pedestrian scale and orientation, as well as lighting for safety. For example, pathway lighting would be approximately three feet in height, focused to show the path and adjacent landscaping and spaced so that all portions of Project pathways are illuminated. All lighting is required to adhere to City's Municipal Code Light Pollution Ordinance, the intent of which is to restrict the permitted use of certain light fixtures emitting undesirable light rays into the night sky and provides the requirements for lamp source and shielding of light emissions for outdoor light fixtures.

As indicated in Chapter 2.0, the commercial structures would incorporate glass and wood, but walls would largely be constructed with plaster or pre-cast concrete; they would not include large expanses of glare-producing materials. Specific site layout and product types for the residential land uses would be identified as part of the residential development plans and would be subject to further review through the individual development plans for each of the residential planning areas; thus, the residential design features would be evaluated for glare impacts as part of the design review process. In addition, the Project would be subject to the City's Municipal Code, which prevents structures within any portion of the airport approach zone airport transition zones, horizontal and conical surfaces, in such a manner as to create harmful glare (Oceanside Municipal Code Section 38.87).

With the incorporation of Project design features and adherence as required to the City's Municipal Code, potential light and glare impacts would be reduced to less than significant. In relation to the prior project as proposed in the Pavilion FEIR, light impacts were identified regarding wildlife along the eastern Project boundary. However, the proposed Project proposes 20 acres of open space, including a preserved wildlife corridor along the eastern boundary, thereby minimizing light nuisance/habitat impacts.

Significance of Impact

The Project has been designed with sensitivity to light impacts and incorporates LED lighting, shielding, and features to prevent light spillover and would adhere to the required regulations regarding light pollution and glare reduction. Therefore, the Project would have a less than significant impact in relation to this issue.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required.

4.1.6 Conclusion

The Project site does not include elements or support physical features that are visually significant. There are no scenic vistas within or surrounding the Project site and the site does not support scenic resources. The Project has been designed to be consistent with the General Plan and zoning and would not conflict with regulations governing scenic quality. Lastly, the Project design includes features to reduce impacts from the introduction of new sources of light and commercial structures would not be constructed with glare-producing materials. The residential components would be subject to further individual review at the time of development plans for the individual planning areas, but at a minimum,

the development would be required to adhere to the City's ordinances regarding light pollution and the use of glare producing materials within an airport approach area.

The proposed Project would have slightly different aesthetic impacts in relation to the prior project as proposed in the Pavilion FEIR. Primarily these differences are attributed to the reduction in density, the introduction of the residential land uses, and the preservation of the 20 acres of open space in the stepping-stone corridor. However, similar to the conclusions presented in the Pavilion FEIR, aesthetic impacts would be less than significant.

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4.2 LAND USE AND PLANNING

This chapter discusses land use impacts associated with the Project, including physical community division and consistency with applicable plans and regulations.

4.2.1 Existing Conditions

4.2.1.1 Conditions Evaluated in Pavilion FEIR

At the time of preparation of the Pavilion FEIR, the site was largely vacant with a portion of the site supporting a drive-in movie theater and associated parking areas. Additionally, on a weekly basis, the site supported weekend swap meets and other periodic events. The undeveloped portions of the site were disturbed with weedy vegetation along with scattered trees and shrubs. An SDG&E transmission corridor bisects the eastern portion of the site. Underground utilities also traverse beneath the site, including natural gas pipelines, sewer lines, and storm drain infrastructure.

Surrounding land uses consisted of the San Luis Rey River and San Luis Rey open space to the north, SR 76 and Mission Avenue to the south, a residential neighborhood consisting of single-family homes to the east, and the Oceanside Municipal Airport to the west.

4.2.1.2 Current Conditions

Existing conditions within the Project site have changed from those evaluated in the Pavilion FEIR. The most prominent change is that the drive-in theater and the associated paved areas have been removed. The site has also undergone grading in accordance with the conditions of approval of the Pavilion FEIR. This includes the 450,000 cy of fill to assure appropriate drainage. Trees and shrubs have been removed.

The surrounding land uses remain similar to those that existed at the time of the Pavilion FEIR. The San Luis Rey River and associated open space to the north, including the San Luis Rey River bike path, SR 76 and Mission Avenue to the south, a single-family residential neighborhood to the east, and the Oceanside Municipal Airport to the west. Southwest of the Project site at the intersection of Mission Avenue and Foussat Road is Oceanside Fire Station No. 7. Also, further southwest adjacent to Mission Avenue are commercial land uses including a shopping center that supports multiple single-story structures that share a common parking area and other commercial land uses such as drive thru restaurants and a gas station.

The Project site is designated and zoned as Community Commercial (CC). The Project site is within the Wildlife Corridor Planning Zone of the Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (Subarea Plan). The Subarea Plan identifies the SDG&E transmission corridor as the backbone component of a larger habitat preservation effort. Specifically, the backbone encompasses parcels that are part of a stepping-stone corridor that creates a north-south link connecting gnatcatcher habitat in the southern part of the subarea to habitat north of the San Luis Rey River and eventually to Camp Pendleton. Optimally, properties within the backbone are to maintain and enhance wildlife habitat value and connectivity for wildlife movement Where development impacts cannot be avoided, mitigation in the form of conservation, restoration, and/or enhancement of habitats must be provided.

4.2.2 Regulatory Framework

The following discussion describes local land use plans, ordinances, and regulations that apply to the Project, including the City of Oceanside General Plan (General Plan), relevant Oceanside Municipal Code regulations, the Subarea Plan, and the Oceanside Municipal ALUCP.

4.2.2.1 City of Oceanside General Plan

The goals, policies, objectives, and strategies of the City's General Plan provide the policy framework for local land use decisions. As described in Section 3.3.1, the City is in the process of updating their General Plan. Completion of the General Plan update is not anticipated until 2022; thus, apart from applicable land use policies contained within the Economic Development Element, Energy and Climate Action Element, and the CAP, Housing Element, and Circulation Element, which have all been updated since 2002, the 2002 General Plan is the appropriate document to reference regarding consistency with applicable land use policies.

4.2.2.2 Oceanside Municipal Airport Land Use Compatibility Plan

The Project site is within the AIA and FAA Part 77 Noticing Area for the Oceanside Municipal Airport and is subject to the parameters set forth in the Oceanside Municipal ALUCP.[1] The San Diego County Regional Airport Authority serves as the Airport Land Use Commission for the County and develops and adopts 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, and safety within an established AIA for each airport over a 20-year horizon.

4.2.2.3 Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan

The Subarea Plan comprehensively addresses how the City will conserve natural biotic communities and sensitive plant and wildlife species pursuant to the California Natural Community Conservation Planning Act and the U.S. Endangered Species Act. The Subarea Plan addresses the potential impacts to natural habitats and rare, threatened, or endangered species due to projects within the City. This Plan also institutes a strategy to proactively mitigate these impacts on the City's biological resources.

4.2.3 Thresholds of Significance

Implementation of the Project would result in significant impacts if it would:

a) Physically divide an established community?

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

[1] FAA Part 77 stablishes that notification of a proposed project must be submitted 45 days prior to construction.

4.2.4 Methodology

CEQA recognizes that land use decisions have impacts on the existing community and, therefore, requires an evaluation of a project's potential to sever or disrupt the existing community's present access to amenities such as but not limited to open space, recreation, goods, services, or transportation routes. Additionally, in assessing land use impacts, the pertinent, goals, objectives, and policies of the General Plan shall be identified. Likewise, other plans or programs that would serve to guide the development shall be identified. For instance, city zoning codes often contain height limitations that dictate the physical form of development. Lastly, the evaluation of land use impacts considers the change in land use and whether a proposed use is compatible with planned uses of the site and the surrounding land uses.

4.2.5 Impact Analysis

4.2.5.1 Issue 1 – Physical Division of a Community

Would implementation of the Project physically divide an established community?

Impact Analysis

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 or bridge that would impact mobility within an existing community or between a community and outlying area.

The Project site consists of vacant land situated between urban land uses to the south, east, and west, and open space and recreation (San Luis Rey River and San Luis Rey River bike path) to the north. There is currently no connectivity from the south to the land uses in the north. The Project would include trails and linkages through the open space along the eastern boundary and the network of trails that would link together the on-site parks and recreation areas to the surrounding open space; thereby, in this aspect the Project serves to connect rather than divide a community and is considered a beneficial impact.

Presently, the vacant Project site is an isolated island among the existing surrounding residential and urban land uses along Mission Avenue. Site design includes open space and multi-family residential land uses along the eastern Project boundary, with the commercial land uses situated in the western portion of the site. This pattern of development provides a logical east-west transition from the existing residential neighborhoods east of the site to the urban and commercial uses west of the site.

Likewise, the Project's circulation plan includes a network of internal collector streets that would connect to the surrounding established roadway system. Project streets would be designed as two-lane collectors. Additionally, upgrades to existing roadways are proposed, including the widening of the narrow portion of Foussat Road and the installation of ADA sidewalks along both Foussat Road and Mission Avenue.

The combination of the pedestrian linkages and circulation network improvements would serve to connect the Project site with the surrounding community. Comparatively, the prior project evaluated in the Pavilion FEIR provided an internal circulation network that connected the proposed commercial land uses to the adjacent established roadway system. However, unlike the proposed Project, the prior

project did not provide the linkages to the open space land uses to the north. This is considered an additional beneficial impact of the proposed Project in relation to the previous analysis. As determined in the Pavilion FEIR, the proposed Project would have no adverse impact in relation to this issue.

Significance of Impact

The Project would not physically divide an established community; no impact would occur.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required.

4.2.5.2 Issue 2 – Compliance with Applicable Land Use Plans, Policies, or Regulations

Would implementation of the Project:

Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Impact Analysis

The overarching plans, policies, and regulations that pertain to the proposed Project are contained within the elements in the City's General Plan, the Oceanside Municipal Code, the Subarea Plan, and the ALUCP.

The Project's consistency with these plans is discussed below in relation to the land uses currently proposed, as well as relative to the extent that the Project has the potential to result in new impacts or increase the significance of land use impacts previous evaluated in the Pavilion FEIR.

City of Oceanside General Plan Land Use Element

The Land Use Element represents the City's desire for long-range changes and enhancements of land uses. The objectives and policies of the Land Use Element establish the framework for land use planning and decisions. The following objectives and policies are applicable to the Project:

1.1 Community Values Objective: To ensure the enhancement of long-term community and neighborhood values through effective land use planning.

- Land uses shall not significantly distract from nor negatively impact surrounding conforming land uses (Community Enhancement Policy 1.1.B).

1.12 Land Use Compatibility Objective: To minimize conflicts with adjacent or related land uses.

- Adequate setbacks, buffering, and/or innovative site design shall be required for land uses that are contiguous to and incompatible with existing land uses (Land Use Compatibility Policy 1.12.A).

The Project site is designated as CC in the City's General Plan. The Land Use Element of the General Plan specifies that the CC designation is intended to provide the community with commercial centers

containing a variety of commercial establishments, as well as land uses dedicated to entertainment and dining. The Project is in accordance with the intent of the CC designation by providing 486,100 SF of commercial land uses that would include a 300-key resort with associated conference facilities and 11 commercial buildings. In addition to the commercial uses, the Project proposes up to 700 residential units (a combination of townhomes, condominiums, apartments, and senior housing), and 4 acres of open space. While the residential and open space uses are not allowed by right in the CC designation, they are allowed with the approval of a Mixed-Use Development Plan established through a Conditional Use Permit.

As identified in Chapter 2.0 of this SEIR, the proposed commercial uses would be consistent with the development regulations of the CC zoning, including standards related to building coverage, landscaping, parking, and setbacks. In relation to the residential land uses, the Mixed-Use Development Plan contains design principles that are intended to assure that proper buffering internally between the commercial and mixed-use residential land uses and externally between the existing single-family homes to the east.

Relative to the prior project evaluated in the Pavilion FEIR, the site was considered for commercial land uses consistent with CC designation and no General Plan Land Use Element impacts were identified. In comparison, the proposed Project represents a reduction in commercial development and overall development intensity and introduces residential and open space land uses. Theses uses are allowed within the CC designation with the adoption of a Mixed-Use Development Plan and established through a Conditional Use Permit. Thus, the Project is consistent with the purpose of the CC designation and no new significant impacts would occur in relation to the City's General Plan Land Use Element.

General Plan Circulation Element

The purpose of the City's General Plan Circulation Element is to improve mobility through development of a balanced, multi-modal transportation network. As it relates to Project, the Circulation Element Master Roadway Transportation Plan contains the objectives and policies set forth to maintain and improve the City's roadways. A full analysis of traffic impacts is contained within Section 4.5, *Transportation and Traffic*, of this SEIR. Below is a discussion of the Project's consistency with the applicable General Plan Circulation Element objectives and policies. These objectives and policies are as follows:

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.

Policy 2.4: The City's circulation system shall promote efficient intra- and inter-city travel with minimum disruption to established and planned residential neighborhoods.

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.

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.

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 level of service (LOS) D threshold, or if it creates safety hazards, the proposed development shall be required to make necessary off-site improvements. Such improvements may be eligible for reimbursement from collected impact fees. In some cases, the development may have to wait until financing for required off-site improvements is available. In other cases where development would result in unavoidable impacts, the appropriate findings of overriding considerations will be required to allow temporary undesirable levels of service.

Related to Policy 3.20, the City's General Plan Circulation Element (City 2012) also states:

> …Any proposed development project that affects a street segment that already operates, or is projected to operate worse than LOS D, regardless of peak hour analysis, the developer shall propose, prepare and provide mitigation measure(s) for the City to review. If there are no feasible mitigation measures that would fully mitigate traffic impacts, the developer shall propose, prepare and provide various mitigation measures, such as Traffic Management Center tools and resources, which may include physical improvements to the impacted facility. Where various mitigation measures have been prepared, agreed upon by the City, and will be implemented, yet are sufficient to fully mitigate traffic impacts, then LOS E during peak hour periods will be considered acceptable.

The Project is immediately north of the major thoroughfares of Mission Avenue and SR 76. The property is abutted on its western boundary by North Foussat Road (southern half) and the San Luis Rey Bike Path (northern half). Alex Road terminates at the western Project boundary. These roads would all continue to provide access.

The Project's proposed internal circulation network would be designed as two-lane collectors per the Circulation Element of the City General Plan. New Street "C" would connect to Mission Avenue. Together with Foussat Road, the Project would tie into these existing facilities via Street "B" and the North and South Loop Roads. Foussat Road would provide concrete curb and gutter and ADA sidewalk on both sides of the street. The north side of Mission Avenue also would be improved with PCC curb and gutter and ADA sidewalk roughly between Fire Station 7 to the west and toward Fireside Street to the east. The (existing narrowed portion) of Foussat Road would be widened to allow for consistent flow-through traffic. Provision of a network of sidewalks and trails would promote cycling and walking as alternative modes of local travel.

The site is designed to provide easy connectivity for residents and visitors to access both amenities within the Project development, as well as existing adjacent neighborhoods and transit networks. Visible street and monument signs would allow visitors to easily navigate the development. In addition, and supportive of bicycle use, 106 short- and long-term bicycle parking spaces would be provided within the commercial area, including 14 long-term spaces for the hotel. Electric bikes also would be available to resort guests. On-site access roads and pedestrian facilities would also be provided, including internal access roads that would connect on-site areas. Therefore, the Project would be developed in accordance with the City's General Plan Circulation Element.

As discussed in Section 4.5, the Project would incorporate mitigation measure TRA-1 to reduce Project-generated VMT. The Project's VMT reduction associated with TRA-1 is calculated to be 11.7 percent. This mitigation exceeds the Project's 6.68 percent VMT impact and is therefore considered sufficient to reduce the Project's residential VMT impact to less than significant. With the incorporation of this

mitigation measure, the Project would have a less than significant transportation and traffic impact and therefore, would be consistent with the City's General Plan Circulation Element.

General Plan Noise Element

The purpose of the General Plan Noise Element is to protect people living and working in the City from excessive noise. The General Plan Noise Element provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses. The Noise Element identifies that since noise, especially noise from transportation sources, has a definite effect on the human living environment, the Noise Element must be used for guidance when considering future land use designations or changes along major travel routes. The Noise Element provides recommendations to abate or reduce undesirable noise. The following recommendation, which is Recommendation 5 in the Noise Element, is relevant to this analysis and states the following:

> "Land uses in the City of Oceanside should be planned in order to [e]nsure 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 alternate site (example – a new rest home or hospital should not be constructed in areas subjected to noise levels 65 dBA [A-weighted decibels] or higher)."

For on-site traffic-related noise, the City's General Plan Noise Element does not provide specific exterior or interior noise level limits for new developments; however, it does provide the recommendation that land uses in the City be planned in order to ensure that residential areas will not be impacted by noise and that projects should be approved only if the noise impacts can be reduced or abated. Since the City does not provide specific noise standards for the exterior or interior of multi-family residential uses, the "normally acceptable" exterior noise level standard of 65 Community Noise Equivalent Level (CNEL) from the State's compatibility guidelines and the interior noise level standard of 45 CNEL from Title 24, Part 2 of the California Code of Regulations are utilized in this analysis to assess impacts to the Project's proposed residential uses.

The Project site was considered for commercial land uses in the Pavilion FEIR. Impacts were identified in relation to the commercial land uses adjacent to the sensitive habitat areas along the eastern boundary within the stepping stone corridor; the Project proposes open space along the eastern boundary and thus, would not experience a noise impact at this location. However, with the introduction of residential land uses there are additional noise attenuation considerations.

A Traffic Noise Impact Analysis was prepared by HELIX Environmental Planning, Inc. (HELIX) in April 2021 (HELIX 2021a). The Traffic Noise Impact Analysis determined that future on-site residential land uses would be exposed to noise generated by vehicular traffic along SR 76 and Mission Avenue. Impacts related to exterior noise would be significant if future residential exterior use areas are exposed to noise levels in excess of 65 CNEL. Noise levels at the proposed residences at the southern portion of the site closest to Mission Avenue and SR 76 are estimated to range between 65 and 67 CNEL at exterior use area locations of residences located along the southern boundary of the Project site west of the intersection of Mission Avenue and Ocean Pointe Drive. As such, exterior noise levels at these locations are anticipated to exceed the 65-CNEL limit under future traffic conditions, and impacts associated with exposure to excessive exterior noise levels would be potentially significant. Therefore, the Traffic Noise

Impact Analysis recommended implementation of noise barriers through mitigation measure NOI-1 to reduce exterior on-site noise levels.

In addition, interior noise levels may exceed the Title 24 45-CNEL limit for multi-family residential uses planned along the southern boundary of the Project site, which are the façades anticipated to be exposed to the highest traffic noise levels. Modeled exterior façade noise levels at these locations exceed 60 CNEL, with the highest noise level estimated at 67.9 CNEL at the third-story height of residences located near where SR 76 crosses Mission Avenue. As such, the Traffic Noise Impact Analysis determined that interior noise levels for residences located along the southern boundary of the Project site have the potential to exceed the 45-CNEL limit under future traffic conditions, and impacts associated with exposure to excessive interior noise levels would be potentially significant. Mitigation measure NOI-2 would reduce noise impacts to private residential interior use areas to a less than significant level. Furthermore, as required, the Project would adhere to the noise levels as outlined in Municipal Code Chapter 38, Noise Control. Thus, with the implementation of NOI-1 and NOI-2, no new impacts would occur, and the Project is consistent with the applicable policies of the General Plan Noise Element.

General Plan Public Safety Element

The focus of the General Plan Public Safety Element is to identify public safety hazards and develop appropriate mitigation measures that can and should be integrated into the planning and decision-making process. The Public Safety Element contains a single policy that is applicable to the proposed Project, which is to minimize the risk of occupancy of all structures from seismic and geologic occurrences. Both the prior project as evaluated in the Pavilion FEIR and the proposed Project would result in the conversion of vacant land to urban uses. One change of note is that since 2008, the Project site has undergone grading in accordance with the conditions of the prior project approvals. An additional 300,000 cy of fill is required to support the proposed land uses. As required and discussed in the Pavilion FEIR, all development is to be consistent with the California Building Code (CBC), which establishes the appropriate construction measures for seismic and geologic safety. As discussed in Chapter 5.0, *Effects Found Not to be Significant*, of this SEIR, under the topic of geology and soils, seismic-related impacts of the proposed Project are found to be consistent with the impacts analyzed in the Pavilion FEIR. No new impacts would occur, and the Project is consistent with the applicable policies of the General Plan Public Safety Element.

General Plan Housing Element

The General Plan Housing Element recognizes that for the private market to adequately address housing needs, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. The primary objective of the City's Housing Element is to ensure that decent, safe housing is available at a cost that is affordable to all current and future residents of the community. To this end, the City will strive to maintain a reasonable balance between rental and ownership housing opportunities, between senior and family housing, and encourage a variety of individual choices of tenure, type, and location of housing throughout the community.

The Housing Element identifies strategies and programs that focus on facilitating the development of a variety of housing types for all income levels; addressing where appropriate and legally possible the removal of governmental constraints to the maintenance; improvement and development of housing; maintaining and enhancing the quality of existing residential neighborhoods; promoting equal housing

opportunities for all persons; and encouraging new housing growth patterns that conform to local, regional, and state policies for sustainable development and energy use.

The applicable goals and policies of the Housing Element are:

Goal: Facilitate the development of a variety of housing types for all income levels to meet the existing and future needs of residents, including the homeless and persons with special needs.

Goal: Address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.

Goal: Maintain and enhance the quality of existing residential neighborhoods.

Goal: Promote equal housing opportunities for all persons.

Goal: Encourage new housing growth patterns that conform to local, regional, and state policies for sustainable development and energy use.

The Project site was considered for commercial land uses in the Pavilion FEIR. The current Project includes the development of up to 700 residential units within an SGOA and located along the Mission Avenue commercial corridor and a SANDAG rapid transit corridor, consistent with the intent of the Housing Element to encourage a variety of housing opportunities and provide housing along transit corridors. The proposed multi-family residential units would include a variety of sizes to accommodate a range of housing needs. The Project would contribute to the needs of low-income families through the provision of on-site affordable housing and/or the payment of affordable housing in-lieu fees. Pursuant to the City of Oceanside Affordable Housing Ordinance, the Project is required to deliver 10 percent of the residential units as affordable units to consumers earning no more than 80 percent of the median income of the City. As such, the maximum affordable units required would be 70 units. The Project Applicant would satisfy this requirement by paying the applicable in-lieu fee for 50 percent of the ultimately required affordable units. The balance of the affordable units would be constructed within the Project residential development; however, the City may agree that the required affordable units could be constructed in another mutually agreeable location off site. The ultimate number of required affordable units would be 10 percent of the residential units physically constructed within the Project.

As discussed in Chapter 2.0 of this SEIR and further below in relation to the Energy and Climate Action Element, the Project includes a suite of sustainable design features and is consistent with the City's CAP (a discussion of the Project's consistency with the City's CAP is provided below).

The proposed mixed-use development would offer access to employment opportunities and recreational facilities for the residential uses. The Project would provide connectivity to public transit and other alternate modes of transportation, including the San Luis Rey River Trail.

Therefore, with the proposed varied housing opportunities situated in proximity to major transportation corridors, commercial employment opportunities, and on-site recreational opportunities that connect with greater community-wide recreational amenities, the Project is consistent with the applicable goals and policies of the Oceanside General Plan Housing Element; no impacts would occur.

General Plan Recreational Trails Element

The purpose of the Recreational Trails Element is to state the specific goals and objectives that will improve the operation and design the City's trail system. The Recreational Trails Element includes several policies that are applicable to the proposed Project.

- Design trails that are aesthetically pleasing, incorporate landscaping, buffering, scenic overlooks, and historical elements where possible to provide a variety of experiences. (Policy 1.6)

- Encourage existing and future bicycle destinations (parks, schools, employment and commercial centers, etc.) to incorporate bicycle facilities and to provide safe and convenient bicycle access. To this end, development should provide secure bicycle parking and storing such as bicycle racks and pedestal posts, rental bicycle lockers, and shower and locker facilities per City standards. (Policy 2.8)

- Continue to require pedestrian oriented trails and amenities in parks, new developments, and commercial centers. Encourage the inclusion of greenbelts and common open space for pedestrian use in new residential developments. (Policy 8.2)

- Continue to construct sidewalks on all streets as improvements occur sidewalks should be adequately maintained and kept clear of obstructions. Landscaped walking corridors should be encouraged in new developments through meandering sidewalks, linear parks, greenbelts, and similar elements. (Policy 8.3)

- Provide enhance walking areas with benches, refuse facilities and drinking fountains in intense commercial and employment centers. (Policy 9.7)

Unlike the prior project as proposed in the Pavilion FEIR, the Project proposes 4 acres of open space that includes a comprehensive trail system. Several parks linked by a series of trails would create an open space network of play areas with recreational opportunities. Distinctive and varied areas that complement the various proposed land uses would be provided, including an urban plaza with a pop jet water feature.

The Project would improve pedestrian access along both Mission Avenue and Foussat Road with ADA compliant sidewalks, with street trees, that would be maintained to provide appropriate horizontal clearance. Additional pedestrian enhancements include providing landscaped pedestrian areas for social interaction with the inclusion of benches, water features, and shade trees and provide enhanced pedestrian circulation with access and connections to internal walkways, paseos, and the open space system.

With the integration of the Project design features no impacts would occur, and the Project is consistent with the applicable policies of the General Plan Recreational Trails Element.

General Plan Energy and Climate Action Element

The Energy and Climate Action Element adopted in 2019 outlines goals and policies meant to incorporate the concept of sustainability into the City's decision-making process, including its long-range planning projects, development review protocols, community engagement efforts, and capital improvement programs. These themes also structure the City's CAP, which outlines the specific

measures the City will take to reduce local GHG emissions and is considered a companion document that is included as an appendix to the Energy and Climate Action Element.

Recognizing the collaborative nature of energy conservation Energy and Climate Action Element outlines the various responsibilities, programs, and goals to be achieved through the efforts of federal, state, and regional programs, and in addition, will implement additional local measures within the community. The local sustainability efforts outlined in the Energy and Climate Action Element includes strategies for renewable energy and energy efficiency, smart growth and multi-modal transportation, zero waste, water conservation, urban greening, local agriculture, and sustainable consumption.

As discussed in Chapter 2.0 of this SEIR, the Project incorporates sustainability measures into its design, and would be compliant with both California Title 24 and the CAP and subsequently the Energy and Climate Action Element.

During construction, the Project would incorporate sustainability practices by using recyclable materials as feasible; unused materials would be returned to an appropriate facility for recycling. The City has adopted the California Green Building Code which requires that recycling and/or salvage for reuse is conducted for a minimum of 65 percent of non-hazardous construction and demolition waste. Once operational, waste and recyclable materials would be collected in accordance with Chapter 13 of the City Municipal Code that requires residents and businesses separate all recyclable material from other solid waste. California AB 341 directs mandatory recycling for all businesses generating four or more cubic yards of waste and multi-family projects with five or more units and California AB 1826 requires public entities and multi-family projects to recycle organic waste. The proposed Project commercial and residential areas would provide enclosures with adequate space for collection, storage, and separation of all recyclable materials in full compliance with City standards.

The Project is a SGOA and as such development is required to be consistent with the designated land use, which is CC. Moreover, in accordance with smart growth principles, the Project proposes higher density residential development within the Mission Avenue commercial corridor and a SANDAG rapid transit corridor.

In accordance with the CAP, Project design features include:

- Connections for recycled water integration into the City's recycled water network when available;
- Six percent of Project parking spaces pre-wired for electric charging, with 50 percent of the spaces equipped with operable charging stations;
- Preferential parking spaces for clean air vehicles;
- Implementation of a Transportation Demand Management Strategy; and
- Incorporation of shade trees and planting and irrigation infrastructure that maximize energy and water conservation.

Additionally, Project design includes a network of sidewalks and trails would promote cycling and walking as alternative modes of local travel. Four mobility hubs (places where various travel options converge) have been designed into the proposed Project site plan. The site is designed to provide easy

connectivity for residents and visitors to access both amenities within the Project development, as well as existing adjacent neighborhoods and transit networks. In addition, 106 short- and long-term bicycle parking spaces would be provided within the commercial area, including 14 long-term spaces for the hotel. Electric bikes would also be available at locations throughout the Project site.

Finally, the Project would incorporate a variety of Project design features that minimize use of gas and electricity including but not limited to the installation of PV panels on carports and on retail structures, LED light fixtures for parking and security lighting, and energy conservation heating and cooling systems (see Section 2.4 of this SEIR).

Thus, from the siting of both commercial and high-density residential adjacent to a transit corridor to the various Project design features, the proposed Project is consistent with and supports the strategies of the Energy and Climate Action Element; no impacts would occur.

General Plan Economic Development Element

The City prepared the 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. With the regard to the Project, the Economic Development Element contains policies that (1) 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 (Policy EDE-1a-3); and (2) promote the provisions of a diverse supply of quality housing, including executive housing, and continue to address homelessness (Policy EDE-1a-4).

The Project is consistent with these policies of the Economic Development Element, as discussed in relation to the Energy and Climate Action Element. The residential component would allow for the development of a variety of housing opportunities to meet an array of housing needs (town homes, condominiums, apartments, and senior housing). The incorporation of these design features assures the Project's consistency with the applicable policies of the Economic Development Element; no impacts would occur.

City of Oceanside Comprehensive Zoning Ordinance

The City's Comprehensive Zoning Ordinance identifies the site zoning as CC. The Project was considered for commercial land uses consistent with the CC zoning in the Pavilion FEIR. Likewise, the currently proposed commercial uses would be designed to be consistent with the development regulations of the CC zoning, including standards related to building coverage, landscaping, parking, and setbacks. Unlike the prior project evaluated in the Pavilion FEIR, the proposed Project proposes open space and residential uses located adjacent to the existing residential areas to the east and north of the Project site, requiring the preparation and adoption of a Mixed-Use Development Plan. Establishment of appropriate setbacks and consistency with the development standards presented in the Mixed-Use Development Plan prepared for the Project would ensure that the proposed residential uses would be compatible with existing surrounding development and City standards. Thus, the commercial uses are compatible with the CC zoning and with adoption of the Mixed-Use Development Plan, the Project in its entirety would be consistent with the Comprehensive Zoning Ordinance.

Oceanside Municipal Airport Land Use Compatibility Plan

The southwestern-most portion of the site is located within the Avigation Easement Area of the Oceanside Municipal Airport. Portions of the site are within designated Safety Zones 1, 2, 3, 4, and 6 of the Oceanside Municipal ALUCP, with the entire site within Review Area 1.

Airport Safety Zones

The purpose of establishing Airport Land Use Compatibility Safety Zones is to create compatibility and safety standards which reduce potential safety hazards for persons living, working, or recreating near airports. The Project site contains land within the following five airport safety zones, listed in descending order of risk and thereby descending order of development restrictions.

- Runway Protection Zone (RPZ)
- Inner Approach/Departure Safety Zone (ISZ)
- Inner Turning Zone (ITZ)
- Outer Approach/Departure Safety Zone (OSZ)
- Traffic Pattern Zone (TPZ)

Airport Review Area

An AIA constitutes the planning boundaries of the ALUCP. AIAs are divided into to two review areas (Review Area 1 and Review Area 2). The entire Project site is within Review Area 1.

Review Area 1 is defined by the combination of the 60 decibel (dB) CNEL noise contour, the outer boundary of all safety zones, and the airspace threshold siting surfaces. All policies and standards in the ALUCP apply within Review Area 1. Since the ALUC does not have land use authority, the City implements the ALUCPs through land use plans, development regulations, and zoning regulations.

In March 2020, the Federal Aviation Administration issued a determination of no hazard to air navigation, thereby in relation to ALUCP, with that determination the Project is consistent with the ALUCP.

Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan

The Project proposes 4 acres of dedicated open space along the eastern boundary of the Project site that parallels the SDG&E transmission corridor with a buffer on either side of the corridor. The transmission corridor is identified as an important north-south link for the California gnatcatcher and is referred to as the backbone of the stepping-stone corridor in the Subarea Plan. The Subarea Plan discourages development within 1,000 feet along the transmission line easement. This contrasts with the Pavilion FEIR, in which development would have encroached within the recommended buffer zone, resulting in a significant and unmitigable impact. The Project, with its provision of a buffer and dedicated open space, is consistent with the Subarea Plan and thus no impact would occur.

4.2.6 Conclusion

Land use impacts occur when a project would either physically divide a community and/or be found to be inconsistent with applicable plan, policy, or regulation. As discussed, the proposed Project would serve to unite land uses by providing trails and linkages northward to the San Luis Rey River open space

and bike path. The Project would also provide a logical transition from the single-family residential land uses to the east, to the multi-family residential land uses in the eastern portion of the Project to the commercial land uses, all within a commercial corridor, SANDAG rapid transit corridor, and a SGOA. The Project would not physically divide a community and no impact would occur relative to this issue.

In addition, the proposed Project serves to further (rather than conflict with) many of the goals and policies of the City's General Plan through utilizing smart growth principles, providing a variety of housing opportunities (some of which would be appropriate for affordable housing), siting commercial and high-density residential uses along a major transportation corridor, and incorporating sustainable design features. The Project would require mitigation to reduce transportation and VMT impacts; however, with implementation of these measures, the Project would be consistent with the City's General Plan Circulation Element. The Project is also consistent with the City's Comprehensive Zoning Ordinance and the Oceanside ALUCP.

In relation to the prior project considered in the Pavilion FEIR, the proposed Project would have similar albeit slightly varied land use impacts. Both projects require mitigation to achieve consistency with the City's General Plan Circulation Element. Yet, the proposed Project would not have a significant and unavoidable land use impact in relation to the stepping-stone corridor since it would include 4 acres of open space, preserving an important north-south habitat corridor for the California gnatcatcher.

4.3 NOISE

As part of the Pavilion FEIR, an Acoustical Site Assessment was prepared by Investigative Science and Engineering, Inc. (ISE; 2008). An updated Traffic Noise Impact Analysis was prepared for the proposed Project by HELIX and is included as Appendix C to this SEIR (HELIX 2021a).

4.3.1 Existing Conditions

4.3.1.1 Conditions Evaluated in Pavilion FEIR

The Pavilion FEIR found the prevailing source of noise at the Project site at that time was generated by traffic along nearby roadways. Construction noise impacts were found to result in potentially significant impacts to nearby sensitive habitat. Based on the potential noise impacts identified in the Pavilion FEIR, mitigation measures were identified to reduce the potential impacts to below a level of significance. The Pavilion FEIR relied on the land use noise standards outlined in the City's General Plan Noise Element from 2002. The City is in the process of updating the General Plan, which is anticipated to be completed in 2022. As a result, both the Pavilion FEIR and this SEIR use the established General Plan noise guidelines. The revised Project plans include the addition of residential uses near the existing roadways, which requires further analysis as discussed below.

The Pavilion FEIR found that construction noise generated by the prior project could impact nearby sensitive habitat and nesting birds. The loudest hourly sound level within the habitat area was found to potentially be as high as 75.7 A-weighted decibels (dBA), which is above the wildlife habitat noise limit of 60 dBA. Mitigation consisting of a ten-foot-high sound barrier adjacent to sensitive habitat was required for construction occurring the general avian breeding season. The Pavilion FEIR also determined that HVAC equipment and loading dock noise would not exceed the applicable property line noise exposure thresholds. These conclusions remain applicable to the proposed Project. However, the proposed Project’s site plan and addition of residential areas has changed from the prior project.

4.3.1.2 Current Conditions

The Project site is currently vacant; the drive-in theater and all four screens have been removed. The site has undergone grading in conformance with the initial approvals of the Pavilion FEIR. Some vegetation remains adjacent to the SDG&E transmission corridor in the eastern portion of the site, but the majority of the site is void of vegetation. The site does not support physical structures other than the transmission towers and lines.

The proposed Project’s site plan and addition of residential areas has changed from the prior project. In addition, traffic conditions have changed since 2008. Therefore, an updated Traffic Noise Impact Analysis (HELIX 2021a) was prepared for the proposed Project to account for these changes. As the City’s General Plan Noise Element has not been updated, the previous noise impact analysis related to construction and operational noise remains applicable. As such, the discussion below focuses on traffic-related noise.

4.3.1.3 Environmental Setting

Noise and Sound Level Descriptors

All noise level or sound level values presented herein are expressed in terms of dB, with dBA, to approximate the hearing sensitivity of humans. Time-averaged noise levels are expressed by the symbol L_{EQ}, with a specified duration. The CNEL is a 24-hour average, where noise levels during the evening hours of 7:00 p.m. to 10:00 p.m. have an added 5 dBA weighting, and sound levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. have an added 10 dBA weighting. This is similar to the Day Night sound level (L_{DN}), which is a 24-hour average with an added 10 dBA weighting on the same nighttime hours but no added weighting on the evening hours. Sound levels expressed in CNEL are always based on dBA. These metrics are used to express noise levels for both measurement and municipal regulations, as well as for land use guidelines and enforcement of noise ordinances.

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected, or annoying sound.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver contribute to the sound level and characteristics of the noise perceived by the receiver. The field of acoustics deals primarily with the propagation and control of sound.

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz (kHz), or thousands of Hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

The amplitude of pressure waves generated by a sound source determines the loudness of that source. A logarithmic scale is used to describe sound pressure level (SPL) in terms of dBA units. The threshold of hearing for the human ear is approximately 0 dBA, which corresponds to 20 micro Pascals (mPa).

Because decibels are logarithmic units, SPL cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than one source under the same conditions.

Existing Noise and Vibration

Noise sensitive land uses (NSLUs) are land uses that may be subject to stress and/or interference from excessive noise and generally include residences, hospitals, schools, hotels, resorts, libraries, sensitive wildlife habitat, or similar facilities where quiet is an important attribute of the environment. Existing NSLUs in the Project vicinity include single-family residences east and northwest of the Project site. Noise receivers are specific locations where noise-sensitive individuals could be exposed to excessive noise levels. The existing noise environment is dominated by traffic noise from roadways adjacent to the Project site, including Mission Avenue and SR 76. While not as heavily used, Foussat Road and Fireside Street also generate traffic noise at the site. Additional noise sources include aircraft noise associated

with operation of the Oceanside Municipal Airport, which is located approximately 0.5 mile west of the Project site.

Land uses in which ground-borne vibration could potentially interfere with operations or equipment, such as research, manufacturing, hospitals, and university research operations, are considered "vibration-sensitive" (Federal Transit Administration [FTA] 2006). The degree of sensitivity depends on the specific equipment that would be affected by the ground-borne vibration. In addition, excessive levels of ground-borne vibration of either a regular or an intermittent nature can result in annoyance to residential uses or schools. Vibration-sensitive land uses in the Project area include the same noise-sensitive residences noted above.

The Project's Traffic Noise Impact Analysis conducted two measurements near the Project site for the ambient noise survey (HELIX 2021a). The first measurement (M1) was recorded at the southern edge of the Project site approximately 50 feet from the Mission Avenue median and approximately 400 feet northeast of the SDG&E transmission line easement. The second measurement (M2) was taken at the southern edge of the Project site approximately 50 feet from the Mission Avenue median and approximately 350 feet southwest of Fireside Drive. A traffic count was conducted at both locations to estimate the distribution of heavy trucks (three or more axles), medium trucks (double tires/two axles), and automobiles. The measured noise levels are shown in Table 4.3-1, *Noise Measurement Results*. The recorded traffic volumes and vehicle mix along Mission Avenue is shown in Table 4.3-2, *Recorded Traffic Volume and Vehicle Mix*.

Table 4.3-1
NOISE MEASUREMENT RESULTS

	Measurement 1 - Traffic
Date:	February 28, 2020
Conditions:	Temperature: 82°F. Wind Speed: 6 mph. 14% humidity. Sunny.
Time:	11:03 a.m. – 11:18 a.m.
Location:	Southern edge of Project site; 50 feet from Mission Avenue median; 400 feet northeast of SDG&E transmission line; 750 feet southwest of Fireside Street
Measured Noise Level:	72.5 dBA L_{EQ}
Notes:	Road traffic noise on Mission Avenue.
	Measurement 2 - Traffic
Date:	February 28, 2020
Conditions:	Temperature: 82°F. Wind Speed: 6 mph. 14% humidity. Sunny.
Time:	11:22 a.m. – 11:37 a.m.
Location:	Southern edge of Project site; 50 feet from Mission Avenue median; 350 feet southwest of Fireside Drive.
Measured Noise Level:	71.9 dBA L_{EQ}
Notes:	Road traffic noise on Mission Avenue.

Source: HELIX 2021a

Table 4.3-2
RECORDED TRAFFIC VOLUME AND VEHICLE MIX

Measurement	Roadway	Traffic	Autos	MT[1]	HT[2]
M1	Mission Avenue	15-minute count	220	6	1
		One-hour equivalent	880	24	4
		Percent	97%	2.6%	0.4%
M2	Mission Avenue	15-minute count	190	4	0
		One-hour equivalent	760	16	0
		Percent	98%	2%	0%

Source: HELIX 2021a

[1] Medium Trucks (double tires/two axles)

[2] Heavy Trucks (three or more axles)

4.3.2 Regulatory Framework

California Noise Control Act

The California Noise Control Act is a section within the California Health and Safety Code that describes excessive noise as a serious hazard to the public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

California Noise Insulation Standards

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for multi-family residential buildings (Title 24, Part 2, California Code of Regulations). Title 24 establishes standards for interior room noise (attributable to outside noise sources). Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or L_{DN}) of at least 45.

California Noise Control Guidelines

The California Department of Health Services (DHS), Office of Noise Control, has published recommended guidelines for noise and land use compatibility. DHS does not mandate application of the compatibility guidelines to development projects; however, jurisdictions are required to consider the guidelines when developing their general plan noise elements and when determining acceptable noise levels within their communities. For single-family residential land uses and multi-family residential land uses, noise levels up to 60 CNEL and 65 CNEL, respectively, are considered “normally acceptable.”

City of Oceanside Municipal Code

Chapter 38 (Noise Control) of the City’s Municipal Code states that except for exempted activities and sounds as provided in the chapter or exempted properties, it shall be unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property in the applicable base district zone on which the sound is

produced, exceeds the applicable limits set forth below (provided as Table 4.3-3, *Noise Ordinance Sound Level Limits [dBA]*).

Table 4.3-3
NOISE ORDINANCE SOUND LEVEL LIMITS (dBA)

Base District Zone	7:00 a.m. to 9:59 p.m.	10:00 p.m. to 6:59 a.m.
(1) Residential Districts:		
RE (Residential Estate)	50	45
RS (Single-Family)	50	45
RM (Medium Density)	50	45
RH (High Density)	55	50
RT (Residential Tourist)	55	50
(2) C (Commercial)	65	60
(3) I (Industrial)	70	65
(4) D (Downtown)	65	55
(5) A (Agricultural)	50	45
(6) OS (Open Space)	50	45

Source: City of Oceanside Municipal Code, Chapter 38
dBA = A-weighted decibel

City of Oceanside General Plan Noise Element

The City's General Plan Noise Element identifies that since noise, especially noise from transportation sources, has a definite effect on the human living environment, the Noise Element must be used for guidance when considering future land use designations or changes along major travel routes. The Noise Element provides recommendations to abate or reduce undesirable noise. The following recommendation (Recommendation 5 in the Noise Element) is relevant to the analysis presented in this letter and states the following:

> "Land uses in the City of Oceanside should be planned in order to [e]nsure 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 alternate site (example – a new rest home or hospital should not be constructed in areas subjected to noise levels 65 dBA or higher)."

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 Airport 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, and safety. The ALUCP is based on the FAA approved Airport Layout Plan.

4.3.3 Thresholds of Significance

The analysis presented in the Pavilion FEIR provides sufficient analysis for noise impacts related to construction and operational noise; therefore, this issue is not addressed in further detail herein. However, this SEIR analyzes the potential for on- and off-site traffic noise generation.

A significant noise impact would occur from construction of a project if it would result in temporary construction noise that exceeds 65 CNEL. The City's General Plan Noise Element does not provide specific exterior or interior noise level limits for new developments; however, it does provide the recommendation that land uses in the City be planned in order to ensure that residential areas will not be impacted by noise and that projects should be approved only if the noise impacts can be reduced or abated. Since the City does not provide specific noise standards for the exterior or interior of multi-family residential uses, the "normally acceptable" exterior noise level standard of 65 CNEL from the State's compatibility guidelines and the interior noise level standard of 45 CNEL from Title 24, Part 2 of the California Code of Regulations are utilized in this analysis to assess impacts to the Project's proposed residential uses.

For off-site traffic-related noise, impacts would be considered significant in areas where existing traffic noise levels exceed 60 CNEL at single-family residential uses or 65 CNEL at multi-family residential uses, and implementation of the Project would result in an increase of the noise level by 3 CNEL or more at an NSLU.

4.3.4 Methodology

The Traffic Noise Analysis modeled the exterior noise environment using two computer noise models: Computer Aided Noise Abatement (CadnaA) version 2019 and Traffic Noise Model (TNM) version 2.5. CadnaA is a model-based computer program for predicting noise impacts in a wide variety of conditions. It allows for the input of Project related information, such as noise source data, barriers, structures, and topography, to create a detailed CadnaA model, and uses the most up-to-date calculation standards to predict outdoor noise impacts. CadnaA traffic noise prediction is based on the data and methodology used in the TNM.

TNM was released in February 2004 by the U.S. Department of Transportation (USDOT) and calculates the daytime average hourly L_{EQ} from three-dimensional model inputs and traffic data (Caltrans 2004). TNM was developed from Computer Aided Design (CAD) plans provided by the Project applicant. Input variables included road alignment, elevation, lane configuration, area topography, existing and planned noise control features, projected traffic volumes, estimated truck composition percentages, and vehicle speeds.

4.3.5 Impact Analysis

4.3.5.1 Issue 1 – Noise Exposure

Would implementation of the Project result in the exposure of people to noise levels created by the Project which exceed the City's adopted noise ordinance and/or the City's Significance Determination Thresholds?

Off-site Traffic Noise Generation

The Project would generate vehicular traffic along roadways in the vicinity of the Project site that would have the potential to result in increased noise levels at existing residential NSLUs. The Project's off-site traffic noise impacts to existing residential NSLUs were determined by using TNM to estimate noise levels under both the existing and existing plus Project conditions. Existing and existing plus Project traffic volumes used for the Project's off-site traffic noise impact analysis are provided in the Local Transportation Study prepared for the Project (Linscott, Law & Greenspan, Engineers [LLG] 2021a). Table 4.3-4, *Existing and Existing Plus Project Traffic Volumes,* shows the average daily traffic (ADT) volumes for the existing and existing plus Project scenarios for the street segments in the vicinity of the Project site that would accommodate Project traffic and along which NSLUs are located.

Table 4.3-4
EXISTING AND EXISTING PLUS PROJECT TRAFFIC VOLUMES

	Average Daily Traffic (ADT) Volumes	
Roadway Segment	**Existing**	**Existing Plus Project**
SR 76		
I-5 Ramps to Loretta Street	52,020	56,400
Loretta Street to Canyon Drive	45,900	50,470
Canyon Drive to Benet Road	47,430	52,570
Foussat Road to Douglas Drive	48,450	50,160
Rancho Del Oro Drive to Old Grove Road	37,230	38,560
Canyon Drive		
SR 76 to Mission Avenue	4,240	4,810
Mission Avenue		
Canyon Drive to Airport Road	23,250	26,300
Airport Road to Roymar Road	21,750	24,610
Roymar Road to Foussat Road	22,850	25,710
Copperwood Way to Frontier Drive	22,840	25,320
Frontier Drive to Ocean Pointe Road	23,690	26,360
Ocean Pointe Road to Fireside Street	23,690	29,590
El Camino Real to Douglas Drive	17,820	21,250
Douglas Drive to Rancho Del Oro Drive	20,090	22,760
Foussat Road		
Mission Avenue to Tonopath Street	5,580	7,480
Tonopath Street to Mesa Drive	6,810	8,710
El Camino Real		
Los Arbolitos Boulevard to Mission Avenue	25,070	26,020
Mission Avenue to Vista Oceana	24,970	26,300
Vista Oceana to Mesa Drive	25,430	26,570
Rancho Del Oro Drive		
SR 76 to Via Rancho Road	18,520	20,800
Via Rancho Road to Mesa Drive	18,010	19,910
Mesa Drive		
Mission Avenue to Barnwell Street	5,710	5,900
Barnwell Street to Foussat Road	5,060	5,440
Foussat Road to El Camino Real	5,770	6,720
El Camino Real to Rancho Del Oro Drive	17,120	18,070
Los Arbolitos Boulevard		
Pala Road to El Camino Real	6,240	6,620

Source: LLG 2021a

The off-site roadway modeling represents a conservative analysis that does not consider topography or attenuation provided by existing structures. The results of this analysis for the CNEL at the nearest NSLUs to the roadway centerlines are shown in Table 4.3-5, *Off-site Traffic Noise Levels.*

Table 4.3-5
OFF-SITE TRAFFIC NOISE LEVELS

Roadway Segment	Distance to Nearest NSLU (feet)	Existing*	Existing Plus Project*	Change from Existing*	Direct Impact[1]
SR 76					
I-5 Ramps to Loretta Street	320	68.7	69.0	+0.3	No
Loretta Street to Canyon Drive	160	71.8	72.2	+0.4	No
Canyon Drive to Benet Road	300	68.6	69.1	+0.5	No
Foussat Road to Douglas Drive	90	74.7	74.8	+0.1	No
Rancho Del Oro Drive to Old Grove Road	100	73.0	73.2	+0.2	No
Canyon Drive					
SR 76 to Mission Avenue	70	62.6	63.1	+0.5	No
Mission Avenue					
Canyon Drive to Airport Road	60	69.2	69.7	+0.5	No
Airport Road to Roymar Road	60	70.3	70.9	+0.6	No
Roymar Road to Foussat Road	60	70.6	71.1	+0.5	No
Copperwood Way to Frontier Drive	100	68.3	68.7	+0.4	No
Frontier Drive to Ocean Pointe Road	170	66.1	66.5	+0.4	No
Ocean Pointe Road to Fireside Street	140	67.0	68.0	+1.0	No
El Camino Real to Douglas Drive	60	69.5	70.3	+0.8	No
Douglas Drive to Rancho Del Oro Drive	60	70.0	70.5	+0.5	No
Foussat Road					
Mission Avenue to Tonopath Street	30	62.8	64.1	+1.3	No
Tonopath Street to Mesa Drive	30	63.6	64.7	+1.1	No
El Camino Real					
Los Arbolitos Boulevard to Mission Avenue	40	71.3	71.5	+0.2	No
Mission Avenue to Vista Oceana	80	69.7	69.9	+0.2	No
Vista Oceana to Mesa Drive	90	69.3	69.5	+0.2	No
Rancho Del Oro Drive					
SR 76 to Via Rancho Road	50	70.4	70.9	+0.5	No
Via Rancho Road to Mesa Drive	70	68.9	69.3	+0.4	No
Mesa Drive					
Mission Avenue to Barnwell Street	30	67.7	67.8	+0.1	No
Barnwell Street to Foussat Road	40	65.9	66.2	+0.3	No
Foussat Road to El Camino Real	40	66.4	67.1	+0.7	No
El Camino Real to Rancho Del Oro Drive	70	68.7	68.9	+0.2	No
Los Arbolitos Boulevard					
Pala Road to El Camino Real	40	62.0	62.2	+0.2	No

[1] A direct impact to off-site uses would occur if existing noise levels exceed 65 CNEL at single family residences and the Project more than doubles (increases by more than 3 CNEL) the existing noise level.

* CNEL at Distance to Nearest NSLU

NSLU = noise sensitive land use; CNEL = Community Noise Equivalent Level

Impacts would be significant in areas where traffic noise at single-family residential uses exceeds 60 CNEL or traffic noise at multi-family residential uses exceeds 65 CNEL and implementation of the Project results in a significant increase in noise levels, which is considered greater than a perceptible change of 3 CNEL over existing conditions. As shown in Table 4.3-2, while noise levels at NSLUs along numerous analyzed roadway segments are estimated to exceed 60 and 65 CNEL, the Project would not result an increase of 3 CNEL or more along any of the analyzed segments. The maximum increase in noise levels is calculated at 1.3 CNEL at NSLUs along the segment of Foussat Road between Mission Avenue and Tonopath Street. Therefore, Project-generated off-site traffic impacts would be less than significant.

On-site Traffic Noise Exposure

Exterior Noise Levels

Future on-site residential land uses would be exposed to noise generated by vehicular traffic along SR 76 and Mission Avenue. Noise levels at the proposed residences at the southern portion of the site closest to Mission Avenue and SR 76 were estimated by modeling a scenario that included the future (Year 2035) traffic volumes specified above. Impacts related to exterior noise would be significant if future residential exterior use areas are exposed to noise levels in excess of 65 CNEL. In the CadnaA noise model, receivers were placed at anticipated approximate exterior use area locations, based on preliminary conceptual site plans, of residential properties planned along the southern boundary of the site. Noise levels are estimated to range between 65 and 67 CNEL at exterior use area locations of residences located along the southern boundary of the Project site west of the intersection of Mission Avenue and Ocean Pointe Drive. As such, exterior noise levels at these locations are anticipated to exceed the 65-CNEL limit under future traffic conditions, and impacts associated exposure to excessive exterior noise levels would be potentially significant.

Mitigation measure NOI-1 is proposed reduce noise impacts to private residential exterior use areas to a less-than-significant level.

NOI-1 **Exterior Use Area Noise Compliance**. Noise levels at private residential exterior use areas shall be reduced to 65 CNEL or below. Once specific building plan information is available, additional exterior noise analysis shall be conducted for proposed residential exterior use areas that are expected to be exposed to a noise level of 65 CNEL or greater. Residences requiring analysis are those along the southern boundary of the Project site west of the intersection of Mission Avenue and Ocean Pointe Drive. The analysis shall determine the specific barrier heights and locations required to reduce exterior use area noise levels to below 65 CNEL. City review and approval of the proposed exterior use area noise compliance evaluation as well as applicable noise attenuation measures shall be completed prior to issuance of building permit.

The noise barriers must be solid. They can be constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, as long as there are no cracks or gaps, through or below the walls. The walls can be made of composite wood with a solid lower section with a clear glass or plastic upper section to maintain views. Any seams or cracks must be filled or caulked. If wood is used, it can be tongue and groove and must be at least one-inch total thickness or have a density of at least 3.5 pounds per square foot. Where architectural or aesthetic factors allow, glass or clear plastic 3/8 of an inch thick or thicker may be used on the upper portion, if it is desirable to preserve a view. Sheet metal of 18-gauge (minimum) may be

used if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind. Any door(s) or gate(s) must be designed with overlapping closures on the bottom and sides and meet the minimum specifications of the wall materials described above. The gate(s) may be of one-inch thick or better wood, solid-sheet metal of at least 18-gauge metal, or an exterior-grade solid-core steel door with prefabricated doorjambs.

Interior Noise Levels

Traditional architectural materials are conservatively estimated to attenuate noise levels by 15 CNEL; therefore, if exterior noise levels at building façades exceed 60 CNEL, interior noise levels may exceed the Title 24 45-CNEL limit for multi-family residential uses. In the noise model, receivers were placed at first-, second-, and third-story heights in anticipated approximate residential façade locations, based on preliminary conceptual site plans, of residences planned along the southern boundary of the Project site, which are the façades anticipated to be exposed to the highest traffic noise levels. Modeled exterior façade noise levels at these locations exceed 60 CNEL, with the highest noise level estimated at 67.9 CNEL at the third-story height of residences located near where SR 76 crosses Mission Avenue. As such, interior noise levels for residences located along the southern boundary of the Project site have the potential to exceed the 45-CNEL limit under future traffic conditions, and impacts associated with exposure to excessive interior noise levels would be potentially significant.

Mitigation measure NOI-2 is proposed to reduce noise impacts to private residential interior use areas to a less-than-significant level.

NOI-2 **Exterior-to-Interior Analysis.** Interior noise levels for the Project's proposed residences shall be demonstrated to not exceed 45 CNEL. Once specific building plan information is available, additional exterior-to-interior noise analysis shall be conducted for all proposed residences that are exposed to an exterior noise level of 60 CNEL or greater. Residences requiring analysis are those along the southern boundary of the Project site along Mission Avenue.

The information in the analysis shall include wall heights and lengths, room volumes, window and door tables typical for a building plan, as well as information on any other openings in the building shell. With this specific building plan information, the analysis shall determine the predicted interior noise levels at the planned on-site residences. If predicted noise levels are found to be in excess of 45 CNEL, the report shall identify architectural materials or techniques that could be included to reduce noise levels to 45 CNEL in habitable rooms. City review and approval of the proposed exterior-to-interior noise analysis as well as applicable noise attenuation measures shall be completed prior to issuance of building permit.

Air conditioning or mechanical ventilation systems shall be installed to allow windows and doors to remain closed for extended intervals of time so that acceptable interior noise levels can be maintained. The mechanical ventilation system would meet the criteria of the International Building Code (IBC; Chapter 12, Section 1203.3 of the 2001 CBC).

4.3.6 Impact Analysis

4.3.6.1 Issue 2 – Vibration

Would the Project result in the exposure of persons to or generation of excessive ground-borne vibration levels?

The Pavilion FEIR did not analyze vibration-related impacts. A significant vibration impact would occur if a project would subject vibration-sensitive land uses to construction-related ground-borne vibration that exceeds the severe vibration annoyance potential criteria for human receptors. These criteria are specified by Caltrans (2013) as 0.4 inches per second peak particle velocity (PPV) and 0.5 inches per second PPV for damage to structures for continuous/frequent intermittent construction sources (such as impact pile drivers, vibratory pile drivers, and vibratory compaction equipment).

Construction-related Vibration

The most intensive possible source of vibration during general Project construction activities would be a vibratory roller, which may be used within 100 feet of the nearest off-site residence. More than one vibratory roller would not be used in the same area of the site at the same time. Other construction equipment would not be expected to cause significant vibration. A vibratory roller would create approximately 0.210 inch per second PPV at 25 feet (Caltrans 2013). A 0.210 inch per second PPV vibration level would equal 0.046 inch per second PPV at a distance of 100 feet.[1] This would be lower than what is considered a "strongly perceptible" impact for humans of 0.1 inch per second PPV, and lower than the structural damage impact threshold that would affect older residential structures of 0.5 inches per second PPV (Caltrans 2013). Therefore, although a vibratory roller may be perceptible to nearby human receptors, temporary impacts associated with the roller (and any other potential equipment that would create less vibration) would be less than significant.

Operational Vibration

Land uses that may generate substantial operational vibration include heavy industrial or mining operations that would require the use of vibratory equipment. The proposed residential and commercial land uses would not require use of equipment that would generate substantial vibration. Therefore, operational vibration impacts would be less than significant.

Significance of Impact

Vibration-related impacts would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required.

[1] Equipment PPV = Reference PPV * $(25/D)^n$ (in/sec), where Reference PPV is PPV at 25 feet, D is distance from equipment to the receiver in feet, and n = 1.1 (the value related to the attenuation rate through the ground); formula from Caltrans 2013.

4.3.7 Conclusion

Project-generated traffic would not result in a significant increase in noise levels at existing off-site residential NSLUs located along roadways in the vicinity of the Project site. Exterior use areas of the Project's proposed on-site residences along the southern boundary of the site west of the intersection of Mission Avenue and Ocean Pointe Drive are anticipated to be exposed to noise levels from traffic in excess of the 65-CNEL limit. Mitigation measure NOI-1 would be implemented to ensure that exterior use area noise levels are reduced to comply with the 65-CNEL limit. Similarly, interior use areas of the Project's proposed on-site residences along the southern boundary of the site have the potential to be exposed to traffic noise levels in excess of the 45-CNEL limit. Mitigation measure NOI-2 would be implemented to ensure that interior use area noise levels are reduced to comply with the 45-CNEL limit. Impacts associated with traffic noise would be less than significant.

4.4 PUBLIC SERVICES

This section describes the existing public services at the Project site and surrounding area and evaluates the potential for the proposed Project to result in impacts to fire protection services, police protection services, schools, parks, and other public services. This section will also focus on a comparison of the proposed Project to the prior project relative public services and evaluate the extent of, if any, new impacts.

4.4.1 Existing Conditions

4.4.1.1 Conditions Evaluated in Pavilion FEIR

As analyzed in the Pavilion FEIR, the Fiscal Year 2006-2007 Budget listed 128 personnel on staff for the Oceanside Fire Department, including firefighters, paramedics, and emergency medical technicians. Fire and emergency medical services were provided to the Project site from Fire Station 3 at 3101 Oceanside Boulevard, approximately 2.5 driving miles from the property. The average response time for Station 3 to its first due area was listed as ranging from 1 to 3 minutes. At the time of the release of the Pavilion FEIR in 2008, a new Fire Station 7 was being constructed directly across Mission Avenue from the Project site's southwest corner.

As discussed in the Pavilion FEIR in 2008, the Oceanside Police Department (OPD) had a total of 203 sworn offices and 106 non-sworn professional staff as of January 2007. For the month of July 2007, OPD's City-wide average response time to Priority 1 calls was 4 minutes and 55 seconds.

The Pavilion FEIR did not provide an analysis of existing schools, parks, or libraries.

4.4.1.2 Current Conditions

Fire Services

According to the Oceanside Fire Department, the Project site is primarily serviced by Fire Station 7, located at 3350 Mission Avenue (Oceanside Fire Department 2021). Secondary fire services are provided to the site by Fire Station 1, located at 714 Pier View Way. From 2019 to early 2021, response times for nearby calls along Old Foussat Road are as follows:

- The fastest response time was 5:34 minutes.
- The slowest response time was 10:23 minutes.
- The 90th percentile response time (the City's standard) was in excess of 7:17 minutes.

Additionally, Fire Engines in the stations that would service the Project site are all operating at or above the High Workload classification and the Paramedic Ambulances are all operating in the Very High workload classification as identified by the Fire Service and Resource Deployment Analysis prepared by TriData Division for the City (TriData Division 2012). A High Workload is defined as 2,000 to 2,999 responses per year with additional overlap of calls likely to occur; however, stations and units would probably be available for emergency response, and stations and units must be located with significant overlap to achieve the objective travel times. A Very High Workload is defined as 3,000 to 3,999 responses per year with overlapping calls occurring daily, usually during peak demand periods and working incidents are frequent. Units classified as having a Very High Workload may not be available to

all closest emergencies, and may require the response of adjacent stations and units. Stations and units must be located with significant overlap to achieve objective travel times. The workload classifications for the closest Fire Engines and Paramedic Ambulances to the Project site are provided in Table 4.4-1, *Workload Classifications for Nearby Units*.

Table 4.4-1
WORKLOAD CLASSIFICATIONS FOR NEARBY UNITS

Unit	Annual Calls	Workload Classification
Engine 217	2,595	High
Engine 211	3,321	Very High
Engine 213	2,860	High
Rescue Ambulance 217	3,520	Very High
Rescue Ambulance 211	3,604	Very High
Rescue Ambulance 216	3,143	Very High

Source: Oceanside Fire Department 2021

Currently, there is a minimum of 41 Fire/Emergency Medical Service (EMS) personnel on duty every day in the City. Using the United States Census Bureau's estimated 2019 City population of 175,742, this provides a current ratio of 1 Fire/EMS responder per every 4,286 residents (U.S. Census Bureau 2021).

Police Services

The Project site would continue to be served by the OPD, which currently consists of 209 sworn police officers and 76 professional staff. Using the U.S. Census Bureau's estimated 2019 City population of 175,742, this provides a current ratio of 1 police officer per 841 residents. The OPD maintains a goal of achieving a 5 minute response time for priority 1 calls. According to the OPD, the department's average response time for priority 1 calls in 2020 was 6.57 minutes (OPD 2021: pers. comm.). The closest police station to the Project site is the OPD station located at 3855 Mission Avenue, approximately 0.5 mile east of the site.

School Services

Public school services for the Project site are provided by the Oceanside Unified School District (District), which consists of 16 elementary schools, 4 middle schools, and 2 high schools. The full enrollment and remaining capacity for the schools during the 2019 school year is shown in Table 4.4-2, *Capacity for Oceanside Unified School District School in 2019*.

Table 4.4-2
CAPACITY FOR OCEANSIDE UNIFIED SCHOOL DISTRICT SCHOOLS IN 2019

Schools	Total Enrollment	Remaining Capacity
Elementary Schools	8,407	2,409
Middle Schools	3,857	745
High Schools	4,681	678

Source: District 2021: pers. comm.

The Project site is served by San Luis Rey Elementary School, Jefferson Middle School, and Oceanside High School.

Park Services

The City Parks and Recreation Department oversees more than 50 parks for City residents. The park closest to the Project site is Fireside Park, which is a 4-acre park located adjacent to the northern boundary of the Project site. Marlado Highlands Park is located 0.4 mile to the northwest, and provides 5 acres of park space. Additionally, the San Luis Rey Trail is located along the northwest boundary of the Project site and provides recreational opportunities including walking, hiking, and biking.

Library Services

The City provides library services through the operation of the Civic Center Library (36,315 SF), Mission Branch Library (12,260 SF), and the Oceanside READS Learning Center (2,295 SF). The City provides a total of 50,870 SF of library space. Using the U.S. Census Bureau's estimated 2019 City population of 175,742, the City provides a current ratio of 0.29 SF of library space for every resident. The closest library to the Project site is the Mission Branch Library, located approximately 0.5 mile to the east.

4.4.2 Regulatory Framework

4.4.2.1 City of Oceanside General Plan

The City's General Plan Community Facilities Element contains goals, policies, and objectives that are applicable to public services.

Community Facilities Element

The City's General Plan Community Facilities Element addresses the community's need for public services and provides direction for the provision of adequate public facilities necessary to serve existing and future developed areas within the City in a coordinated and cost effective manner.

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.

Library Facilities

Objective: To provide and maintain adequate public library facilities, staffing, inventory of items and volumes, and related services for all residents of the City of Oceanside, within the State of California published guidelines of California Libraries in the 1980s: Strategies for Service as feasible.

2.1 The City of Oceanside, through the Oceanside Public Library Board of Trustees shall make reasonable efforts to provide and maintain the following library facilities and service standards within the City:

- Library Facilities floor area of 0.55 square feet per resident of the City of Oceanside;

- Accessibility for all Oceanside residents to a public library facility within ten minutes in driving time or two miles in distance, whichever is greater;

- A ratio of three public library staff, consisting of one librarian plus two clerical staff, per 6,000 residents of the City of Oceanside; and

- A ratio of total items in the Oceanside library inventory of 3.0 items per resident of Oceanside.

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.

3.1 The City of Oceanside shall strive to provide adequate Fire Department facilities through the achievement of the following facilities and services 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 maintained staffing levels adequate to achieve a locally desirable Insurance Service Office (ISO) rating; and

- A maximum response time for paramedic units of eight minutes in urban areas and 15 minutes in rural areas.

Police Facilities

Objective: To maintain law and order within the community and to create and sustain a personal sense of safety and security among Oceanside residents, businesses and visitors through provision of adequate law enforcement services, personnel, and facilities.

4.3 The City of Oceanside Police Department shall strive to provide a maximum response time of 5 minutes for all priority I and II emergency service calls.

Public Educational Facilities

Objective: To coordinate City facilities with existing and planned public educational facilities in order to encourage the effective joint utilization of school-park sites and facilities as well as other community activity centers and corridors.

Community Facilities Financing

Objective: To provide financing for the orderly and planned construction of adequate public facilities to serve existing and future development in the City of Oceanside.

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.

4.4.3 Thresholds of Significance

Implementation of the Project would result in significant impacts if it would:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: fire protection, police protection, schools, parks, or other public facilities.

4.4.4 Methodology

To provide an objective basis for evaluation, this analysis looks at both public service demand and quality of the existing and proposed conditions. Potential impacts to public services resulting from implementation of the Project were evaluated using data obtained through published documents and personal communication with public service personnel. Impact discussions also focus upon the previous public service impact analysis as discussed in the Pavilion FEIR and how variations in the current Project may result in new or altered impacts.

4.4.5 Impact Analysis

4.4.5.1 Fire Protection

Impact Analysis

The Project proposes to construct up to 700 residential units, a 300-room hotel, and up to 126,000 SF of commercial space, which would increase the demand for fire protection services within the service area. However, this need is not substantially greater than the need analyzed in the Pavilion FEIR, which included the construction of a 950,000-SF shopping center within the same Project boundaries. Additionally, the Oceanside Fire Department has not identified specific facility expansion or construction needs resulting from implementation of the Project. The Project does not propose the construction or expansion of fire facilities on-site, so no environmental impacts related to the expansion or construction of new facilities would occur. If future fire facilities are required to be expanded or developed, the City would evaluate the development pursuant to CEQA. Further, the Project Applicant would pay the applicable development fees including entering into agreement with the City's Public Safety Community Facilities District.

Significance of Impact

Project implementation would not require new or physically expanded fire protection facilities to maintain performance objectives, and therefore would not result in significant impacts relative to fire protection services.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required.

4.4.5.2 Police Protection

Impact Analysis

Similar to the discussion above for fire services, the proposed Project land uses would increase the demand for police protection services within the service area; however, this need is not substantially greater than the need analyzed in the Pavilion FEIR. The Project does not propose the construction or expansion of police facilities on site, so no environmental impacts related to the expansion or construction of new facilities would occur. If future police facilities are required to be expanded or developed, the City would evaluate the development pursuant to CEQA. Further, the Project Applicant would pay the applicable development fees.

Significance of Impact

Project implementation would not require new or physically expanded police protection facilities to maintain performance objectives, and therefore would not result in significant impacts related to police protection services.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required.

4.4.5.3 Schools

Impact Analysis

The prior project approved under the Pavilion FEIR did not include the construction of residential units and did not evaluate impacts to schools. The proposed Project includes the construction of up to 700 new residential units, which would generate new students in the area that would need to be served by the District. As previously stated, the District is below capacity for elementary schools, middle schools, and high schools. Additionally, per personal communication with the District, the proposed Project would not create the need for new personnel or facilities to adequately serve the site (District 2021: pers. comm.). The Project does not propose the construction or expansion of school facilities on site, so no environmental impacts related to the expansion or construction of new facilities would occur. Further, the Project Applicant would pay applicable residential and non-residential development fees.

Significance of Impact

Project implementation would not require new or physically expanded school facilities to maintain performance objectives, and therefore would not result in significant impacts related to schools.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required.

4.4.5.4 Parks

Impact Analysis

The Project would construct up to 700 residential units, a 300-room hotel, and up to 126,000 SF of commercial space that would introduce approximately 2,036 residents and 298 employees to the site. New employees could already reside locally or regionally and would be included in the projected City population figures for the area. Some of the on-site population may also be relocating from other communities in the City, resulting in a smaller actual population increase from the Project.

The addition of residential units, a hotel, and commercial space may increase park usage in the region; however, this need is not substantially greater than the need analyzed in the Pavilion FEIR. The Project includes the construction of approximately 15 acres of hotel amenities that would be available to community residents, hotel guests, and the general public. The Project would also include private recreational amenities associated with the residential uses. These parks and recreational areas are included as Project components, and environmental impacts associated with the addition of these components are evaluated in the entirety of this SEIR.

Significance of Impact

Project implementation would not require new or physically expanded park facilities to maintain performance objectives, and therefore would not result in significant impacts related to parks.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required.

4.4.5.5 Other Public Facilities

Impact Analysis

The addition of residential units, a hotel, and commercial space proposed for the Project may increase the need for library services in the region; however, this need is not substantially greater than the need analyzed in the Pavilion FEIR. The Project does not propose the construction or expansion of library facilities on site, so no environmental impacts related to the expansion or construction of new facilities would occur.

Significance of Impact

Project implementation would not require new or physically expanded public facilities to maintain performance objectives, and therefore would not result in significant impacts relative to other public facilities such as libraries.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required.

4.4.6 Conclusion

The proposed Project does not include the construction of fire protection, police protection, school, park, or library facilities. Additionally, the proposed Project would not require new or physically expanded public facilities to maintain performance objectives for fire protection, police protection, school, park, or library services. The proposed Project would result in slightly different demands on public services impacts in relation to the prior project evaluated in the Pavilion FEIR, given the reduced density of commercial uses and addition of hotel and residential uses. However, as determined in the Pavilion FEIR and discussed in detail above, impacts to public services would be less than significant.

4.5 Transportation and Traffic

This section describes the existing traffic/circulation setting of the Project site, identifies regulatory requirements, evaluates potential impacts and identifies mitigation measures relative to implementation of the Project in the City. This section will focus on a comparison of the Project to the Pavilion FEIR relative to traffic/circulation, with the exception that in 2013, Senate Bill (SB) 743 was enacted, with an implementation date of July 1, 2020, requiring public agencies to no longer utilize LOS for traffic analysis and instead utilize VMT.

The following is based on the Ocean KAMP Local Transportation Study (LTS) and Vehicle Miles Traveled Study prepared by LLG (2021a, 2021b). Both reports are consistent with the City Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment, August 2020, which is incorporated by reference herein. The LTS report includes a Level of Service (LOS) analysis to identify effects on roadway operations and recommend improvements to address noted deficiencies from a planning perspective. The LTS report is included as Appendix D of this SEIR. Consistent with SB 743 and the City's guidelines, the VMT Study was prepared to determine the potential VMT impacts. The VMT Study is included as Appendix E of this SEIR. The discussion below and the CEQA impact significance determination for the Project is based only on VMT and not on LOS.

4.5.1 Existing Conditions

4.5.1.1 Conditions Evaluated in Pavilion FEIR

A Traffic Impact Analysis (TIA) study dated March 2008 was prepared by RBF Consulting in conjunction with the Pavilion FEIR in which the prior project was calculated to generate 32,175 average daily trips (ADT) based on a 950,000 SF shopping center with a variety of retail uses. The TIA prepared as part of the prior project assumed buildout of the City circulation and land use elements based on the General Plan at that time which included the widening of SR 76 from four lanes to six lanes. Mitigation measures were identified to address potential impacts to the surrounding street system. No VMT analysis was prepared for the prior project.

4.5.1.2 Current Conditions

The existing roadways, public transit network, bicycle network, and pedestrian network surrounding the Project area are discussed below.

Existing Street System

The following provides a brief description of the street system in the Project area.

State Route 76 (SR 76) is within Caltrans' jurisdiction and is classified in the City's Circulation Element as a Four-Lane Expressway from I-5 to Rancho Del Oro Drive. It is generally an east-west facility and is currently built as a four-lane divided expressway in the Project study area. The posted speed limit is 55 miles per hour (mph). SR 76 does not provide sidewalk, bike lanes, or curbside parking.

Interstate 5 (I-5) is within Caltrans' jurisdiction and is classified in the City's Circulation Element as an 8-Lane Freeway. It is generally a north-south roadway built with four northbound lanes and four southbound lanes in the Project study area. The posted speed limit is 65 mph. Bike lanes are not provided on either sides of the roadway and on-street parking is prohibited.

Loretta Street is a Collector Road and currently built as a 2-Lane roadway between SR 76 and Wynn Street, within the study area. The posted speed limit is 25 mph. Bike lanes are not provided on either sides of the roadway. On-street parking and sidewalks are provided along certain parts of the street.

Canyon Drive is classified as a secondary collector between SR 76 and Mission Avenue in the City's Circulation Element. It is currently built as a four-lane undivided roadway in the Project study area. The posted speed limit is 45 mph. Class II Bike lanes are striped along both sides of the street and on-street parking is not permitted within the study area.

Benet Road is classified and built as a 2-Lane Secondary Collector between Via Del Monte and Foussat Road in the City's Circulation Element. The posted speed limit is 45 mph. Class II Bike lanes are provided on both sides of the roadway and on-street parking is prohibited.

Airport Road is a Collector Road and currently built as a 2-Lane roadway between Benet Road and Roymar Road. The posted speed limit is 30 mph. There are no designated bicycle lanes, but on-street parking is permitted along certain parts of the street.

Foussat Road is classified in the City's Circulation Element and is currently built as a 2-Lane Collector from N. Foussat Road to Mesa Drive. Foussat Road expands to five thru lanes with additional turn lanes as it approaches SR 76. Bike lanes are not provided on either side of the street. On-street parking and sidewalks are provided along certain parts of the study area. The posted speed limit is 35 mph from N. Foussat Road to Mission Avenue and 30 mph from Mission Avenue to Mesa Drive.

Douglas Drive is classified in the City's Circulation Element as a 4-Lane Major Arterial from SR 76 to Mission Avenue. It is constructed as a four-lane undivided roadway in the Project study area. The posted speed limit is 40 mph. Class II bicycle lanes and sidewalks are provided on both sides of the roadway and on-street parking is prohibited.

Rancho Del Oro Drive is built to its City's Circulation Element classification as a Four-Lane Major Arterial between Mission Avenue and Mesa Drive. This four-lane divided roadway has Class II bicycle lanes on both sides and on-street parking is prohibited. The posted speed limit is 45 mph and sidewalks are provided along certain parts of the street.

Mission Avenue is classified in the City's Circulation Element as a 4-Lane Major Arterial from I-5 to Rancho Del Oro Drive. Currently, Mission Avenue is a four-lane divided roadway with a raised center median from Canyon Drive to Rancho Del Oro Drive. Class II bicycle lanes and sidewalks are provided along both sides of the street. Within the study area, on-street parking is prohibited. The posted speed limit is 40 mph from Canyon Road to Airport Road and 45 mph from Airport Road to Rancho Del Oro Drive.

Mesa Drive is a collector between Mission Avenue and Foussat Road and a secondary collector between Foussat Road and N. Santa Fe Avenue in the City's Circulation Element. It is a two-lane undivided roadway between Mission Avenue and just east of Foussat Road, and a two-lane roadway with a continuous two-way left-turn lane east of El Camino Real with raised medians just east and west of Rancho Del Oro Road. Class II bicycle lanes are striped along both sides of the street between Foussat Road and N. Santa Fe Avenue. On-street parking is not permitted. The posted speed limit is 45 mph.

Roymar Road is classified and built as a two-lane collector from Airport Road to Mission Avenue in the City. Bike lanes are not provided within the study area. On-street parking and sidewalk are provided in both direction and the assumed speed limit is 25 mph.

Copperwood Way is a Two-Lane Collector Road from Mission Avenue to this roadway's cul de-sac. It is a two-lane undivided roadway that provides access to retail/commercial centers. There are no designated bike lanes, but on-street parking and sidewalks are provided on both sides of the street. The assumed speed limit is 25 mph.

Frontier Drive is a Two-Lane Collector road and currently built as a two-lane undivided roadway from Hacienda Drive to Mission Avenue. Bike lanes are not provided, and the assumed speed limit is 25 mph. On-street parking and sidewalks are provided in both directions.

Ocean Pointe is a collector between Mission Avenue and Foussat Road in the City. It is a two-lane undivided roadway with no designated bike lanes, and the assumed speed limit of 25 mph. There are no sidewalks and parking is prohibited on both sides of the street.

Fireside Street is a collector and currently built as a two-lane undivided roadway from Mission Avenue to Los Arbolitos Boulevard. There are no designated bike lanes, but on-street parking and sidewalks are provided in both directions. The posted speed limit is 25 mph.

El Camino Real is classified on the City's Circulation Element and currently built as a 4-Lane Major Arterial between Los Arbolitos Boulevard and Mesa Drive, within the study area. It is a 4-lane divided roadway with a raised center median. The posted speed limit is 40 mph from Los Arbolitos to Mission Avenue and 45 mph from Mission Avenue to Mesa Drive. On-street parking is not permitted, and Class II bicycle lanes are striped along both sides of the street within the study area.

Los Arbolitos Boulevard is a collector and currently built as a 2-Lane Undivided roadway with a two-way left-turn lane median between El Camino Real and Pala Road. Bike lanes are not provided within the study area and the posted speed limit is 30 mph. On-street parking and sidewalks are provided on both sides of the roadway.

Pala Road is classified and currently built as a 2-Lane Collector road in the City's Circulation Element. From Los Arbolitos Boulevard to Douglas Drive, it is a two-lane roadway with a continuous two-way left turn lane. Class II bike lanes and sidewalks are provided in both directions within the study area. On-street parking is permitted along certain parts of the street and the posted speed limit is 35 mph.

Alex Road is a collector and currently built as a 2-Lane Undivided roadway from Eddy Jones Way to Foussat Road. There are no designated bikes lanes, sidewalks or parking in both travel directions. The assumed speed limit is 25 mph.

Via Del Rancho Road is classified as a collector road in the City's Circulation Element. Currently, it is built as a 2-lane undivided roadway from Rancho Del Oro Drive to Mesa Drive. Class III bike lanes are striped along both sides of the street and on-street parking is not permitted within the study area. Sidewalks are provided in both direction and the posted speed limit is 25 mph.

N. Barnwell Street is a collector and currently built as a 2-Lane Undivided roadway from Mesa Drive and Mission Avenue. On-street parking and sidewalks are provided in both sides of the street. There are no designated bike lanes and the posted speed limit is 25 mph.

Existing Bicycle Network

Based on information in the City's Circulation Element and field observations, there are Class II bike lanes provided along the major street segments in the Project area, with the following exceptions:

> Foussat Road has a Class III Bike Route from Benet Road to Mesa Drive. The San Luis Rey River Trail is a separated Class I Bike Path and is a generally east-west facility extending throughout a large portion of the study area.

Existing Transit Conditions

Transit service in the Project area is provided by the NCTD. The Project is located within three miles of the San Luis Rey Transit Center located south of North River Road between Vandegrift Boulevard and Waterview Way. The San Luis Rey Transit Center is served by Routes 303, 309, and 313 within the study area. Based on information obtained from the NCTD, the following transit conditions are noted.

Route 303 travels from the Oceanside Transit Center to the Vista Transit Center and travels along Mission Avenue and Douglas Drive within the study area. This route provides 15-minute headways during weekday hours.

Route 309 travels from Oceanside (San Luis Rey Transit Center) to Encinitas primarily via El Camino Real. This route provides 30-minute headways during weekday hours.

Route 313 travels from the Oceanside Transit Center to the San Luis Rey Transit Center primarily via Mesa Drive and travels along El Camino Real and Rancho Del Oro within the study area. This route provides hourly service during weekdays.

4.5.2 Regulatory Framework

City of Oceanside General Plan Circulation Element and Master Transportation Roadway Plan

As required by State of California Law, the City has included and adopted a Master Transportation Roadway Plan as part of the City's General Plan. In tandem with other elements of the City's General Plan, the Master Transportation Roadway Plan creates and addresses goals and policies as they relate to the City's transportation system. The Master Transportation Roadway Plan, a subsection of the Circulation Element, focuses on maintaining and improving the City's roadways that compose the transportation network by providing service standards, objectives, and policies (City of Oceanside 2012). The City is in the process of updating the City's General Plan. Completion of the General Plan update is not anticipated until 2022; thus, select applicable 2012 General Plan goals and their corresponding policies are listed below:

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,

Policy 2.4: The City's circulation system shall promote efficient intra- and inter-city travel with minimum disruption to established and planned residential neighborhoods.

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.

Policy 3.3: All streets within the City shall be designed in accordance with the adopted City design standards. Typical cross-sections and design criteria for the various street classifications are shown in the City Engineers Design and Processing Manual.

Policy 3.20: If the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet the LOS D threshold, or if it creates safety hazards, the proposed development shall be required to make necessary off-site improvements. Such improvements may be eligible for reimbursement from collected impact fees. In some cases, the development may have to wait until financing for required off-site improvements is available. In other cases where development would result in unavoidable impacts, the appropriate findings of overriding considerations will be required to allow temporary undesirable levels of service.

Related to Policy 3.20, the City's General Plan Circulation Element (City of Oceanside 2012) also states:

> …Any proposed development project that affects a street segment that already operates, or is projected to operate worse than LOS D, regardless of peak hour analysis, the developer shall propose, prepare and provide mitigation measure(s) for the City to review. If there are no feasible mitigation measures that would fully mitigate traffic impacts, the developer shall propose, prepare and provide various mitigation measures, such as Traffic Management Center tools and resources, which may include physical improvements to the impacted facility. Where various mitigation measures have been prepared, agreed upon by the City, and will be implemented, yet are sufficient to fully mitigate traffic impacts, then LOS E during peak hour periods will be considered acceptable.

City of Oceanside Traffic Impact Analysis Guidelines for Vehicles Mile Traveled and Level of Service

As of July 1, 2020, the City adopted city-specific guidelines to adhere to Senate Bill 743 which replaces the analysis of LOS with VMT for projects qualifying to meet documentational requirements under CEQA. The guidelines serve as an update to the Traffic Impact Study (TIS) guidelines outlined in the City's Circulation Element adopted in 2012. The guidelines provide: a framework for transportation analysis based on the City's transportation policies and the General Plan; the transportation analysis significance criteria, screening criteria, and thresholds of significance for environmental clearance for development projects, City transportation projects, and General Plan amendments; and the appropriate methodologies, procedures, and process for the preparation of a transportation analysis report within the context of CEQA (City 2020b).

SANDAG: Regional Transportation Plan and Sustainable Communities Strategy

The SANDAG 2050 RTP was adopted in October of 2011 by the SANDAG Board of Directors. SANDAG's RTP is the blueprint for a regional transportation system, serving existing and projected residents and workers within the San Diego region to further enhance the region's quality of life and offer more mobility options for people and goods. The RTP envisions sustainable communities conducive to transit, walking, and bicycling. To achieve this, future growth will be more compact in nature and focused along major transit and transportation corridors.

As part of the regional transportation planning process, SANDAG also prepared a SCS. Passed in 2008, SB 375 encourages planning practices that create sustainable communities and charges the CARB with setting regional targets for GHG emissions. Pursuant to SB 375, each MPO is required to adopt an SCS as part of its RTP and, using the most recent planning assumptions, demonstrate achievement of the targets for reduction of GHGs. The purpose of the SCS is to align regional transportation, housing, and land use plans to reduce the amount of VMT to attain the regional targets. The RTP/SCS also outlines projects for rail and bus services, highways, local streets, bicycling, and walking, as well as systems and demand management.

Senate Bill 743

In September 2013, the Governor's Office signed SB 743 into law, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. In response to the passage of SB 743, the Governor's Office of Planning and Research (OPR) was required to amend the CEQA Guidelines to provide a new approach to evaluating traffic impacts. These changes include the elimination of auto delay, LOS, and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant impacts. The mandate of SB 743 was to devise an alternative traffic impact evaluation criterion that would promote the reduction of GHG emissions as well as foster the development of multi-modal transportation networks and a diversity of land uses.

SB 743 further suggested that a measurement such as VMT would be appropriate method to evaluate traffic impacts. VMT is defined as a measurement of miles traveled by vehicles within a specified region and for a specified time period. VMTs are calculated based on individual vehicle trips generated and their associated trip lengths.

In January 2016, the OPR issued the *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*, which provided recommendations for updating the CEQA Guidelines and in December 2018 OPR issued the accompanying *Technical Advisory on Evaluating Transportation Impacts in CEQA*. Subsequently OPR and the Office of the Secretary of Natural Resources finalized the CEQA Guidelines for implementing SB 743 and beginning July 1, 2020, the VMT guidelines apply statewide.

OPR has made clear that a lead agency shall have discretion in choosing both the most appropriate methodology and the most appropriate threshold for projects. Lead agencies may even go so far as to choose whether a project-specific threshold involving quantification of VMT or a qualitative analysis is more appropriate for the specific project.

4.5.3 Thresholds of Significance

The significance criteria used to evaluate the Project impacts to traffic and circulation are based on Appendix G of the CEQA guidelines. According to Appendix G of the CEQA guidelines, a significant impact related to traffic and circulation would occur if the Project would:

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

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

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

d) Result in inadequate emergency access.

In accordance with the above significance criteria, this analysis uses the following standards to evaluate traffic impacts. The CEQA impact significance determination for the proposed project is based only on VMT and not on LOS.

Vehicle Miles Traveled

VMT is a measurement of miles traveled by vehicles within a specified region and for a specified time. VMT measures the efficiency of the transportation network and is calculated based on individual vehicle trips generated and their associated trip lengths. VMT accounts for two-way (round trip) travel and is often estimated for a typical weekday to measure transportation impacts.

The City transitioned to SB 743 VMT analyses in 2020 to satisfy CEQA requirements. The City's Traffic Impact Analysis Guidelines provide guidance on the preparation of VMT studies including the City's significance thresholds, screening criteria, and analysis methodology for a variety of land uses, including residential, employment, retail, and others. VMT analysis for CEQA purposes is required if a project exceeds 1,000 ADT and is consistent with the adopted General Plan. If a project is inconsistent with the adopted General Plan, a VMT analysis will be required if the project exceeds 500 ADT. The Project proposes residential, retail/commercial and hotel uses. The analysis methodology used to identify potential VMT impacts is different for each of a project's proposed land uses, as summarized in Table 4.5-1, *City of Oceanside Vehicle Mile Traveled Significance Thresholds*. The Project's individual uses were therefore analyzed independently of each other, per the City's guidelines.

Table 4.5-1
CITY OF OCEANSIDE VEHICLE MILE TRAVELED SIGNIFICANCE THRESHOLDS

Project Type	Metric	Significance Threshold
Residential	Resident VMT/Capita	15% below regional average
Retail / Commercial	Net increase in the regional VMT	Net increase in regional VMT
Hotel	Employee VMT/Employee	15% below regional average

Source: LLG 2021b

4.5.4 Methodology

4.5.4.1 Vehicle Miles Traveled

The following is a discussion of the general methodology recommendations to evaluate VMT for various technical areas and project types.

Using Models to Estimate VMT

Travel demand models, sketch models, spreadsheet models, research, and data can all be used to calculate and estimate VMT. To the extent possible, lead agencies should choose models that have sensitivity to features of the project that affect VMT. Those tools and resources can also assist in

establishing thresholds of significance and estimating VMT reduction attributable to mitigation measures and project alternatives.

Vehicle Types

Vehicle Miles Traveled refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation.

Mixed-Use Projects

Mixed-use projects can evaluate each component independently and apply the significance threshold for each project type included (e.g., residential and retail), For the purposes of this report, Residential Project VMT is evaluated in terms of VMT per capita, and all other uses (hotel, retail, office, etc.) are evaluated in terms of VMT per employee, with Project results compared to established VMT thresholds to determine significance of Project impacts.

4.5.5 Impact Analysis

4.5.5.1 Issue 1: Would the Project conflict with a program, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The Project would be consistent with the applicable transportation plans discussed below, including San Diego Forward: The Regional Plan and the City's General Plan Circulation Element.

San Diego Forward: The Regional Plan

The Project would be consistent with the overarching principles of the Regional Plan by providing options for non-vehicular travel. Access to public transit, ride-share options, and bicycles would encourage non-vehicular travel modes. SANDAG's Smart Growth Concept Map for the North County Subregion identifies Mission Avenue as a Rapid Transit corridor in the 2050 Transit Network from San Diego Forward: The Regional Plan. The Project is located within the Mission Avenue commercial corridor. The LTS used the SANDAG Series 12 Year 2035 model to determine ADT outputs for the Project. The LTS assumes a total of 19,013 ADT in the two Traffic Analysis Zones (TAZ) that comprise the Project site. This is only 27 fewer ADT than what is currently proposed by the Project. Therefore, it can be concluded that the SANDAG Series 12 Year 2035 model accounts for buildout of the proposed project. Furthermore, the Project would include means of increasing transportation mode choices and reducing reliance on the single-occupancy automobile.

The Project area is served by public transit, including NCTD bus stop 303 located just south of the Project at Mission Avenue and Frontier Drive. The Project includes the provision of bicycle parking and public-use electric bikes. The Project also includes internal trails and pathways connecting the residential and commercial components. As discussed in Chapter 2.0, *Project Description*, paseos throughout the Project site would connect residences and parks thereby increasing residential concentrations in areas served by transit and implementing smart growth policies designed to strengthen the integration of land use and transportation. Overall, the Project's multi-modal facilities would allow pedestrians and bicyclists to have alternatives to single occupancy vehicular transportation. Therefore, the Project would be consistent with the goals and strategies of the Regional Plan.

General Plan Circulation Element

The Project would be consistent with the relevant goals, objectives, and policies of the Circulation Element. Future development under the General Plan, including the Project, is based upon sustainable and smart growth principles endorsed by SANDAG, which promote higher density development in key areas near public transit. SANDAG's Smart Growth Concept Map for the North County Subregion identifies Mission Avenue as a Rapid Transit corridor in the 2050 Transit Network from San Diego Forward: The Regional Plan. The Project is located within the Mission Avenue commercial corridor. The site is designed to provide easy connectivity for residents and visitors to access both amenities within the Project development, as well as existing adjacent neighborhoods and transit networks. Visible street and monument signs would allow visitors to easily navigate the development.

Project streets would be designed as two-lane collectors per the Circulation Element of the City General Plan. New Streets "C" would connect to Mission Avenue. Together with North Foussat, the Project would tie into these existing facilities via Street "B" and the North and South Loop Roads. Foussat would provide concrete curb and gutter and ADA sidewalk on both sides of the street. The north side of Mission Avenue also would be improved with PCC curb and gutter and ADA sidewalk roughly between Fire Station 7 to the west and toward Fireside Street to the east. The (existing narrowed portion) of Foussat Road would be widened to allow for consistent flow-through traffic. Provision of a network of sidewalks and trails would promote cycling and walking as alternative modes of local travel.

The site is designed to provide easy connectivity for residents and visitors to access both amenities within the Project development, as well as existing adjacent neighborhoods and transit networks. Visible street and monument signs would allow visitors to easily navigate the development. In addition, and supportive of bicycle use, 106 short- and long-term bicycle parking spaces would be provided within the commercial area, including 14 long-term spaces for the hotel. Electric bikes also would be available. On-site access roads and pedestrian facilities would also be provided, including internal access roads that would connect on-site areas.

Therefore, the Project would be developed in accordance with the City's General Plan Circulation Element. The Project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant.

4.5.5.2 Issue 2: Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

The following discussion is based on the findings of the Project's Vehicle Mile Traveled Study (LLG 2021b) and the methodology described above.

Residential Uses

The Project includes the development of 700 multi-family residential units. The threshold for the determination of a significant transportation VMT impact for residential uses is 15 percent below the average Regional VMT per capita (baseline). The Project does not qualify as a type of development that could be "screened out" of the City's guidelines due to project characteristics and/or location. Therefore, a transportation VMT analysis using the SANDAG Regional Travel Demand Model was conducted in the VMT Study per the City's *Traffic Impact Analysis Guidelines*.

In order to calculate the VMT for the Regional average baseline and for the Project, the SANDAG Series 13 Travel Demand Model was used. The model generates a land use-specific average trip length as well as an average daily volume, which ultimately calculates the total residential VMT per capita, both regionwide and for the Project.

Table 4.5-2, *VMT Per Capita Analysis: Residential*, summarizes the Regional average baseline VMT results provided by SANDAG using the Series 13 model. As seen in Table 4.5-2, the Regional average baseline VMT per capita is 17.6 miles per resident. For the purpose of determining the significance of VMT impacts, the Project VMT per capita would need to be 85 percent below the Regional average, which equates to 14.96 VMT per capita.

Table 4.5-2
VMT PER CAPITA ANALYSIS: RESIDENTIAL

Project Type	Metric	Average Regional Baseline VMT/Capita	Significance Threshold (85 percent of Regional Baseline)	Project VMT/Capita (TAZ 361)	Transportation Impact over threshold?
Residential	Resident VMT/Capita	17.6	14.96	16.0	**Yes**

Similar to the Regional average baseline calculations, the Project VMT per capita was determined based on the VMT results for the Project specific Traffic Analysis Zone (TAZ) provided by SANDAG using the Series 13 model. The Project is in TAZ 361. The average VMT per capita for TAZ 361 is calculated at 16.0 VMT per resident (or 90.91 percent of the Regional baseline average).

Since the Project VMT per capita is greater than 85 percent of the Regional average, the residential component of the Project is calculated to result in a significant transportation impact. The results of the Project VMT comparison indicate that the Project would exceed the significance threshold by 6.68 percent. This would require a reduction of 6.68 percent or more to reduce the VMT to below the significance threshold.

Retail/Commercial Uses

The Project includes the development of approximately 126,000 SF of retail/commercial uses. This portion of the Project is evaluated as a "Retail" use. The threshold for determining a significant transportation VMT impact for Retail uses is any net increase in total Regional VMT. The Project is not presumed to have a less than significant Regional VMT impact due to Project characteristics and/or location (i.e., is not screened out). Therefore, a transportation VMT analysis using the SANDAG Regional Travel Demand Model was conducted per the City's Traffic Impact Analysis Guidelines.

To calculate the Project induced change to regional VMT, LLG coordinated with SANDAG to input the Project into the SANDAG Series 13 Year 2020 Travel Demand Model. The model generates a land use-specific average trip length as well as an average daily volume. The Project is in TAZ 361. Two models were obtained: a total gross regionwide VMT report for baseline (without Project) conditions, and a total gross regionwide VMT report including the proposed Project.

Table 4.5-3, *VMT Per Capita Analysis: Retail/Commercial*, summarizes the gross regionwide VMT under baseline (without project) and "with Project" conditions. As seen, the total gross Regionwide VMT

without the Project is 84,682,067. The total gross Regionwide VMT with the project is 83,764,311. Therefore, the Project is expected to reduce Regional VMT by 917,756 (a reduction of 0.011 percent of the regional VMT). Since the Project does not result in a net increase in the total regional VMT, the retail/commercial component of the Project will result in a less than significant transportation impact.

Table 4.5-3
VMT PER CAPITA ANALYSIS: RETAIL/COMMERCIAL

Project Type	Total Gross Regionwide VMT (without Project)	Total Gross Regionwide VMT (with Project)	Increase/ (Decrease) in VMT	Transportation Impact over threshold?
Retail/ Commercial	84,682,067	83,764,311	(917,756)	No

Hotel Uses

The Project includes the development of a 300-room resort hotel. The threshold for determining a significant transportation VMT impact for this type of use is 15 percent below the average Regional VMT per employee (baseline). The Project is not presumed to have a less than significant VMT impact due to Project characteristics and/or location (i.e., is not screened out). Therefore, a transportation VMT analysis using the SANDAG Regional Travel Demand Model was conducted per the City's *Traffic Impact Analysis Guidelines*.

In order to calculate the VMT for the Regional average baseline and for the Project, the SANDAG Series 13 Travel Demand Model was used. The model generates a land use-specific average trip length as well as an average daily volume, which ultimately calculates the total employee VMT per employee, both regionwide and for the Project.

Table 4.5-4, *VMT Per Employee Analysis*, summarizes the Regional average baseline VMT results provided by SANDAG using the Series 13 model. As seen in Table 4.5-4, the Regional average baseline VMT per employee is 25.9 miles per employee. To determine the significance of VMT impacts, the Project VMT per employee would need to be 85 percent below the Regional average, which equates to 22.02 VMT per employee. Similar to the Regional average baseline calculations, the Project VMT per employee was determined based on the VMT results for the Project specific TAZ provided by SANDAG using the Series 13 model. The Project is in TAZ 361. As shown, the average VMT per employee for TAZ 361 is calculated at 19.2 VMT per employee (or 74.13 percent of the Regional baseline average).

Table 4.5-4
VMT PER EMPLOYEE ANALYSIS

Project Type	Metric	Average Regional Baseline VMT/Employee	Significance Threshold (85 percent of Regional Baseline)	Project VMT/Employee (TAZ 361)	Transportation Impact over threshold?
Hotel	Employee VMT/Capita	25.9	22.02	19.2	**No**

Since the Project VMT per employee is less than 85 percent of the Regional average, the hotel component of the Project will result in a less than significant transportation impact.

Based on the VMT results, the VMT per employee for the proposed hotel use is less than 85 percent of the regional average and the proposed retail/commercial uses do not result in a net increase in the total Regional VMT. Therefore, the hotel and retail land use components of the Project would have a less than significant transportation impact and no mitigation measures are needed.

The VMT per capita for the proposed residential use is greater than 85 percent of the regional average, with the project exceeding the significance threshold by 6.68 percent. Therefore, a significant transportation impact is calculated for the residential component of the Project.

The City's *Traffic Impact Analysis Guidelines* recommend the SANDAG Mobility Management Guidebook, 2019, and the California Air Pollution Control Officers Association's (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures, August 2010 be consulted to determine applicable mitigation measures and to calculate the associated percent reduction in VMT. The CAPCOA measure LUT-9: Improve Design of Development, was identified as a measure that would reduce the project's residential VMT as calculated using the SANDAG Series 13 Year 2020 Travel Demand Model, thereby mitigating the project's significant transportation impact. This measure was selected since the Project's features meet the measure's description and applicability criteria. Mitigation measure TRA-1, drafted from CAPCOA measure LUT-9, is outlined below:

> **TRA-1: Improve Development Design**: Implement the guidelines outline in CAPCOA measure LUT-9, which is applicable to residential projects in an urban or suburban area. The proposed project shall improve the proposed design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments.

The Project's VMT reduction associated with TRA-1 is calculated to be 11.7 percent. This mitigation exceeds the Project's 6.68 percent VMT impact and is therefore considered sufficient to reduce the Project's residential VMT impact to less than significant. Table 4.5-5, *Residential VMT Mitigation Results*, summarizes the VMT mitigation results of implementing TRA-1.

Table 4.5-5
RESIDENTIAL VMT MITIGATION RESULTS

Mitigation Measure	Range of Effectiveness	Intersections/ Square Mile	Resulting VMT Reduction	Project VMT to be Reduced	Impact Fully Mitigated?
TRA-1	3.0-21.3%	71	11.7%	6.68%	**Yes**

In addition, the Project would coordinate with the City to provide a pedestrian crosswalk across Benet Road at Airport Road. This measure will help address the lack of pedestrian facilities on the eastern side of Benet Road between Airport Road and the San Luis River Trail, and will improve pedestrian and bicycle connectivity to the San Luis River Trail. The provision of continuous pedestrian and bicycle facilities encourages alternate modes of travel and may further reduce the Project's VMT.

The Project would also implement the following trip reduction strategies as Project features and conditions of approval, with implementation required at 50 percent occupancy. These strategies will

further reduce the number of automobile trips generated by residents of the Project and the distance that the residents drive:

- Provide ride share coordination services through the Project's Home Owner's Association to match residents interested in carpooling.
- Coordinate with near-by schools and/or the Project's Home Owner's Association to match residents interested in carpooling to/from schools.
- Provide on-site transit opportunities information.
- Encourage bicycling by providing on-site bicycle infrastructure such as bike racks.

Therefore, implementation of mitigation measure TRA-1 would reduce the significant residential VMT impact to a less than significant level.

4.5.5.3 Issue 3: Would the Project substantially increase hazards due to geometric design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The Project would not introduce an incompatible land use or roadway improvement. Any proposed roadway improvements would be completed in accordance with the City Engineering Manual standards. As such, Project design and construction would be prepared and conducted in accordance with the City General Plan Master Transportation Roadway Policy 3.3. Overall, compliance with roadway standards and inclusion of ATSC would avoid the introduction of a new, significant traffic hazard. Thus, impacts would be less than significant.

4.5.5.4 Issue 4: Would the Project result in inadequate emergency access?

The property is abutted on its western boundary by North Foussat Road (southern half) and the San Luis Rey Bike Path (northern half). Alex Road terminates at the western Project boundary. The easternmost southern boundary is abutted by Mission Avenue. These roads would all continue to provide access. Project streets would be designed as two-lane collectors per the Circulation Element of the City General Plan. New Streets "C" would connect to Mission Avenue. Together with North Foussat, the Project would tie into these existing facilities via Street "B" and the North and South Loop Roads. Foussat would provide PCC curb and gutter and ADA sidewalk on both sides of the street. The north side of Mission Avenue also would be improved with PCC curb and gutter and ADA sidewalk roughly between Fire Station No. 7 to the west and toward Fireside Street to the east. The (existing narrowed portion) of Foussat Road would be widened to allow for consistent flow-through traffic.

Specific to emergency access, Foussat Road, Loop Roads, and additional internal roads have been identified in Project plans as fire access roads consisting of 28-foot width and paved in concrete or asphalt. Grass pavement/turf block is also drivable. Internal roads contain appropriate access space and turn radii to allow access to structures, fire hydrants, fire department connections, etc. Therefore, the Project would not result in inadequate emergency access during operation and impacts would be less than significant.

Significance of Impact

The Project would result in a significant residential VMT impact. No other significant transportation and traffic impact would occur.

Avoidance, Minimization, and/or Mitigation Measures

This significant residential VMT impact requires the implementation of mitigation measure TRA-1 described above to reduce the Project's residential VMT per capita by 6.68 percent or more.

4.5.6 Conclusion

Per City significance thresholds and the analysis methodology, the addition of Project and cumulative traffic would result in significant transportation impacts. As described above, the VMT per capita for the proposed residential use is greater than 85 percent of the regional average, with the Project exceeding the significance threshold by 6.68 percent. This significant transportation impact requires the implementation of mitigation measure TRA-1 to reduce the Project's residential VMT per capita by 6.68 percent or more. The Project's VMT reduction associated with TRA-1 is calculated to be 11.7 percent. This mitigation exceeds the project's 6.68 percent VMT impact and is therefore considered sufficient to reduce the Project's residential VMT impact to less than significant (see Table 4.5-5).

4.6 UTILITIES AND SERVICE SYSTEMS

This section describes the existing system of utilities and service systems at the Project site and surrounding area and evaluates the potential for the proposed Project to result in impacts to utilities. This section will focus on a comparison of the proposed Project to the prior project relative to utilities and service systems.

4.6.1 Existing Conditions

4.6.1.1 Conditions Evaluated in Pavilion FEIR

At the time of the release of the Pavilion FEIR in 2008, the Project site was crossed by numerous underground and overhead utilities, including a major electric transmission corridor, a fuel pipeline, and natural gas pipelines. A 200-foot-wide SDG&E easement traverses the middle of the property, running generally north to south. Additionally, there were several overhead electrical circuits within the utility easement. Individual wires were suspended from wooden poles stabilized with guy wires or suspended from the metal towers. Telephone and cable television services were noted to be provided by Cox Communications, and solid waste disposal services were provided by Waste Management of North County.

4.6.1.2 Current Conditions

The current utilities at the Project site are the same as those analyzed in the Pavilion FEIR. See Figure 4.6-1, *Existing Water System*, and Figure 4.6-2, *Existing Sewer System*, for maps of the existing water and wastewater facilities at the site, respectively.

4.6.2 Regulatory Framework

4.6.2.1 Regional Water Quality Control Board

The San Diego RWQCB regulates water quality in portions of San Diego, Orange, and Riverside Counties pursuant to the federal Clean Water Act. The RWQCB sets standards, determines regulatory compliance, issues discharge permits, and enforces other actions related to ensuring the water quality of the region. The City's San Luis Rey Treatment Plant, La Salinas Treatment Plant, and Mission Basin Plant operate under compliance with National Pollutant Discharge Elimination System Permit No. CA0107433, adopted by the RWQCB via Order No. R9-2011-0016, as amended by Orders No. R9-2012-0042 and R9-2012-0060.

4.6.2.2 City of Oceanside General Plan

The City's General Plan Environmental Resources Management Element and Community Facilities Element contain goals, policies, or objectives that are applicable to public utilities and service systems.

Environmental Resources Management Element

The Environmental Resource Management Element is designed to conserve natural resources and enforce the principles of conservation, which are the preservation, planned management, and wise utilization of natural resources (City 2002). The General Plan Environmental Resources Management Element contains the following goals, policies, objectives that are relevant to the proposed 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 proposed Project:

Water

1. Plan for an adequate water system based on the projected needs of the City.

2. Investigate sources of local water supplies to reduce dependence on imported water.

Community Facilities Element

The City's General Plan Community Facilities Element contains goals, policies, and objectives related to the community's need for utilities and service systems.

Water and Sewer Systems

Objective: To provide an adequate water supply, storage and distribution system, and an adequate sanitary sewer collection and treatment system to serve Oceanside's existing and future growth requirements in an efficient and cost effective manner, while encouraging a more compact and sequenced development pattern through the phased extension of water and sewer systems and while meeting all Federal and State mandated programs.

Sanitary Sewer Policies

5.4 New development shall be responsible for on-site facility improvements required by that development.

Water Supply Policies

5.11 New development shall be responsible for on-site water facilities improvements required by that development.

Stormwater Management System

Objective: To provide adequate stormwater management facilities and services for the entire community in a timely and cost effective manner, while mitigation the environmental impacts of construction of the storm drainage system as well as stormwater runoff.

Stormwater Management Policies

6.1 The Master Drainage Plan for the City of Oceanside shall establish standards for citywide drainage. Within each major watercourse addressed by the Plan, the City and/or developers shall assure that adequate drainage improvements and facilities are provided to handle

PROJECT BOUNDARY
200' ± UTILITY EASEMENT SDG&E CORRIDOR
TO JOHN PAUL STEIGER RESERVOIR
TO WIRE MOUNTAIN RESERVOIR
SAN LUIS REY RIVER
BENET RD
FOUSSAT RD
HERITAGE ST
FIRESIDE ST
MISSION AVE
HIGHWAY 76
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
LOT 9
LOT A
LOT B
LOT C
LOT D
LOT E
LOT F
EX.16" RW
EX.24" (511)
EX.30" (320)
EX.18" (320)
EX.12" (320)
EX.8" (320)
EX.4" (320)
EX.10" (320)
EX.30" (320) MISSION AVE
EX.24" (511)
EX 4" WATER SERVICE FOR FORMER SWAP MEET LOT 9

N

0 400 FEET

LEGEND

PROJECT BOUNDARY

EXISTING PUBLIC WATER SYSTEM

EXISTING PUBLIC RECYCLED WATER SYSTEM

(320) PRESSURE ZONE

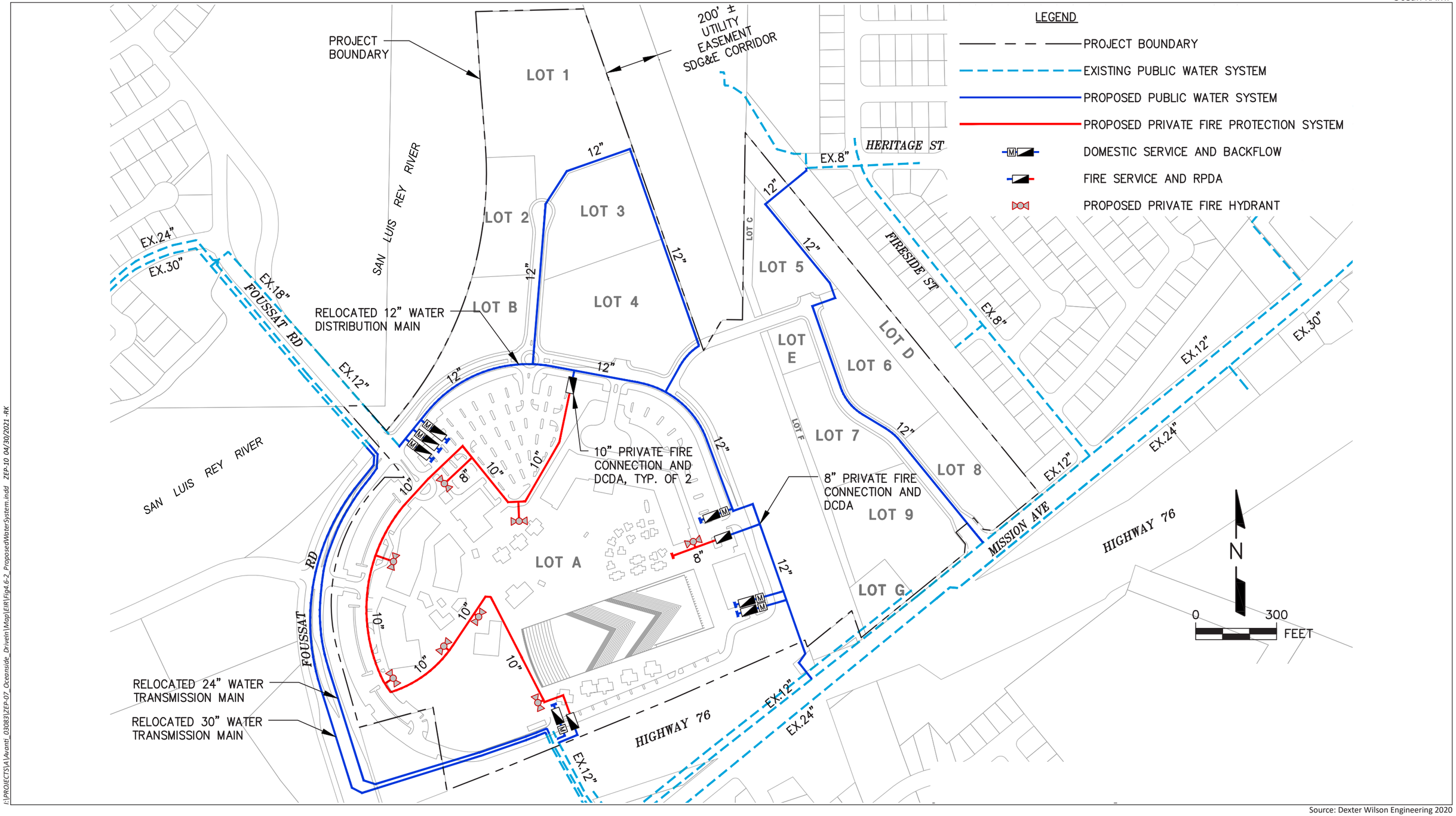
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Source: Dexter Wilson Engineering 2020

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Existing Water System

Figure 4.6-1



Source: Dexter Wilson Engineering 2020

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runoff when the drainage basin is fully developed to the intensity proposed by the Land Use Element of the General Plan.

6.2 All new development in the City of Oceanside shall pay drainage impact fees to defray that development's proportionate share of drainage facilities serving the basin where the new development is located.

4.6.2.3 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" (City 2011). The City adopted the 2015 UWMP in July 2016. The UWMP describes current water system services, facilities, supplies, and demands and provides planning guidelines for future projections for water use.

4.6.2.4 Water Conservation Master Plan

The 2011 Water Conservation Master Plan makes recommendations for specific water conservation measures to help the City achieve conservation goals set by the Water Conservation Act of 2009 (SB X7-7). The Water Conservation Master Plan is consistent with the UWMP.

4.6.2.5 Zero Waste Strategic Resource Management Plan

On August 25, 2010, the Oceanside City Council adopted Resolution No. 10-R0636-1 calling for a 75 percent diversion rate by 2020, 25 percent over the State AB 939 mandate. In response to the adoption of Resolution No. 10-R0636-1, the City developed the Zero Waste Strategic Resource Management Plan (Zero Waste Plan). The Zero Waste Plan identifies and recommends strategies for the City to achieve the waste diversion goal.

4.6.2.6 Municipal Code

The City's Municipal Code provides various chapters that define requirements for public facilities impact fees as a condition of approval of building permits for development projects. Specifically, Chapter 32C, Section 32C.3, states that "prior to the issuance of a building permit for new construction, including residential and nonresidential development, on any property within the citywide area of benefit established pursuant to this chapter, the applicant for such permit shall pay or cause to be paid any fees established and apportioned pursuant to this chapter for the purpose of defraying the actual or estimated cost of constructing the city's public facilities" (City 2014). Public facilities, as defined by the City of Oceanside Municipal Code, are all governmental facilities specified within the City's General Plan, including water, sewer, and stormwater systems.

4.6.3 Thresholds of Significance

Implementation of the Project would result in significant impacts if it would:

a) 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;

b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years;

c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments;

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

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.6.4 Methodology

To provide an objective basis for evaluation, this analysis evaluates the provision of adequate public utilities and service systems to the Project site under existing and proposed conditions. Impact discussions focus on the previous utilities impact analysis discussed in the Pavilion FEIR and how variations in the proposed Project may result in new or altered impacts. This analysis incorporates information from the following Project reports:

- Sewer Study prepared by Dexter Wilson Engineering, Inc. (Dexter Wilson; 2021), Appendix F to this SEIR;
- Water System Analysis prepared by Dexter Wilson (2020), Appendix G to this SEIR
- CEQA-Level Drainage Report prepared by Tory R. Walker Engineering (2020a), Appendix H to this SEIR; and
- Water Supply Assessment and Verification (WSA) prepared by Infrastructure Engineering Corporation (IEC; 2020), Appendix I to this SEIR.

4.6.5 Impact Analysis

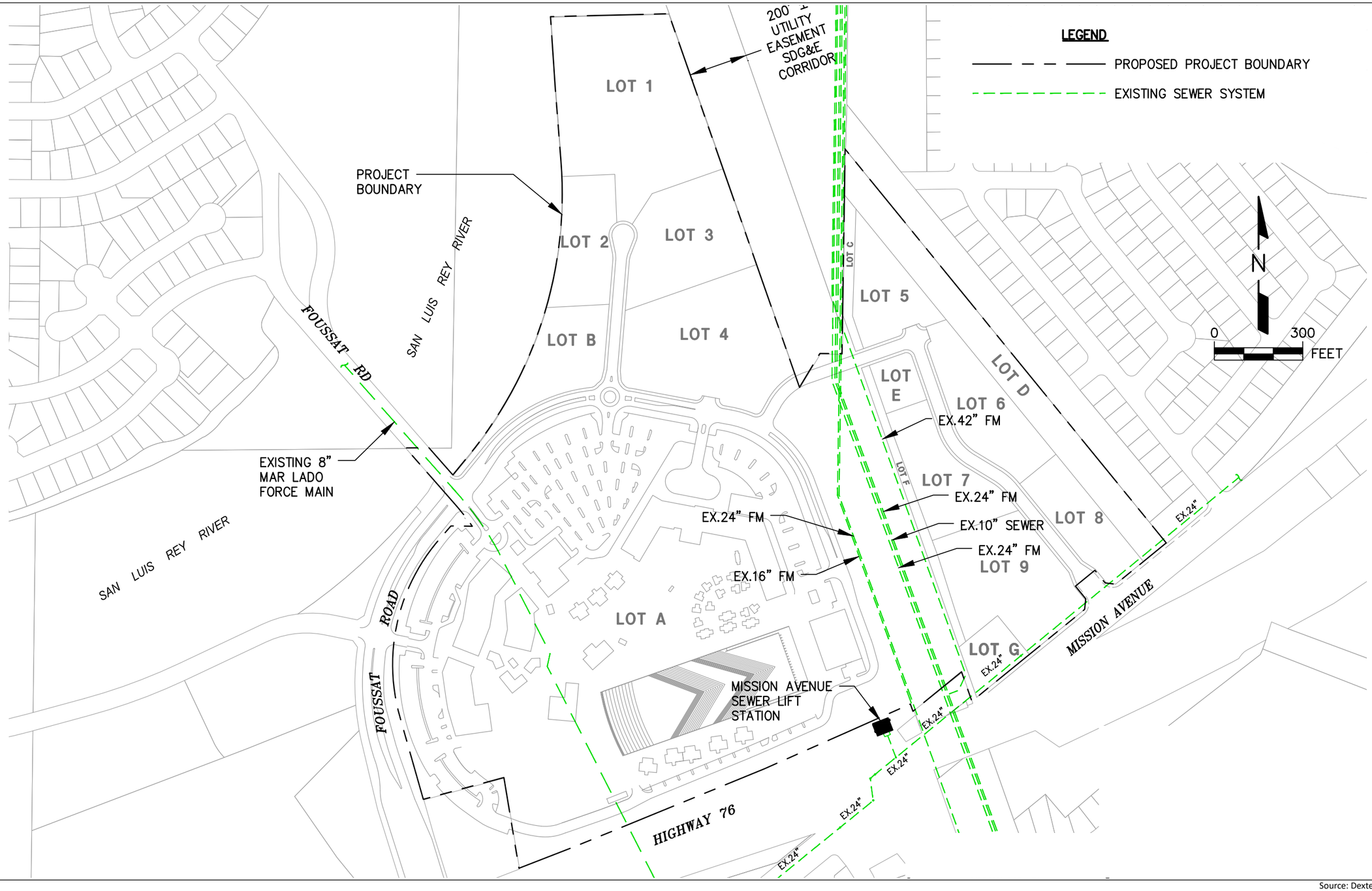
4.6.5.1 Issue 1 – New or Expanded Facilities

Would implementation of 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?

Impact Analysis

Water

Project implementation would include the relocation of existing water facilities and the construction of new water facilities (refer to Figure 4.6-3, *Proposed Water System*). The 24- and 30-inch water transmission mains within Old Foussat Road would be relocated to Foussat Road along the west side of the proposed development, and would be connected to the existing pipes at the north and south ends.



Source: Dexter Wilson Engineering 2020

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Existing Sewer System

Figure 4.6-3

The 12-inch water distribution main within Old Foussat Road would be relocated into the on-site Loop Road along the eastern frontage of the Project and connected to the existing pipes at the north and south ends. Additionally, the existing 4-inch water line within the SDG&E corridor would be replaced with a 12-inch water main and extended to connect with the existing 12-inch water main in Mission Avenue. The 30-inch and two 18-inch water mains located at the east end of the Project site would remain in place.

The Project's proposed water system would connect to the City's public water system at four locations. The proposed commercial component shall be served by two connection locations. The first shall be off the existing 12-inch steel main water line at the north and south end of the Old Foussat Road utility corridor. The second shall be off the existing 18-inch water main located at the east end of the Project site.

The proposed multi-family residential areas shall be broken into six supply zones. Refer to Figure 4.6-3, *Proposed Water System,* for additional details. R1 – R3 shall be looped with two connections to the City's water system. One connection shall be off the proposed 8-inch main in "North Road" and a second connection off the proposed 8-inch main in "Street B." R-4 – R-6 shall be looped with two connections to the City's water system, with one connection off the existing 12-inch main in Mission Avenue, and a second connection off the existing 8-inch main in Heritage Street.

The Project would include the construction of private on-site water mains consisting of a private fire protection system to provide fire hydrant flow, and the domestic building supply lines extended from the domestic water meters. For the private fire system, three connections to the public water system for fire protection will include a double check detector backflow preventer. The backflow assemblies would be placed in proximity to the City's public water line, and all piping and appurtenances downstream of the backflow would be private, and would be the responsibility of the Project.

The Project would also include several domestic water meters, including: a dedicated domestic water meter for the wave pool; a domestic water meter for the hotel and its associated amenities; multiple domestic water meters for the commercial area; and a master domestic water meter for each of the nine multi-family lots. Private building supply piping would be located among the on-site buildings within private property and would not be located in public right-of-way.

The relocation and construction of new water infrastructure is included as part of the proposed Project. Therefore, potential environmental impacts resulting from the relocation and construction of such infrastructure is evaluated in the entirety of this SEIR.

Wastewater

The Project would involve the relocation and construction of private and public sewer lines within the site. The proposed multi-family residential areas would be served by on-site public sewer lines because the residential areas are anticipated to be constructed by several home builders, thus having separate ownerships, and the City requires that separate ownerships be served by a public sewer.

The commercial component proposed in the northwest area of the site would be served by a private sewer until it reaches the south side of the Project, parallel to Mission Avenue. At this location, the relocated Mar Lado Sewer Lift Station force main would connect into the gravity sewer, which would require the gravity sewer to become a public facility. The Mar Lado Sewer Lift Station force main currently extends across the property in the Old Foussat Road alignment. With Project implementation,

the force main would be routed into new Foussat Road until just north of SR 76, then extended east within a utility easement through the Project to the new on-site public sewer. The Project would also implement a public gravity sewer to extend from the proposed multi-family residential lots at the northwest portion of the Project, extending south in the Loop Road and connecting to the public sewer line extending from the west parallel to SR 76. These two on-site public sewers would then be routed in one gravity sewer line around the west and south sides of the Mission Avenue Lift Station and connected to the existing 30-inch Lift Station influent line with a new manhole.

On the east side of the Project, sewer would flow south to Mission Avenue. The Project would construct a new 30-inch gravity sewer in Mission Avenue from the 24-inch Mission Avenue Interceptor west to the Mission Avenue Lift Station. See Figure 4.6-4, *Proposed Sewer System*, for a map of the proposed wastewater upgrades.

The relocation and construction of new sewer infrastructure is included as part of the proposed Project. Therefore, potential environmental impacts resulting from the relocation and construction of such infrastructure is evaluated in the entirety of this SEIR.

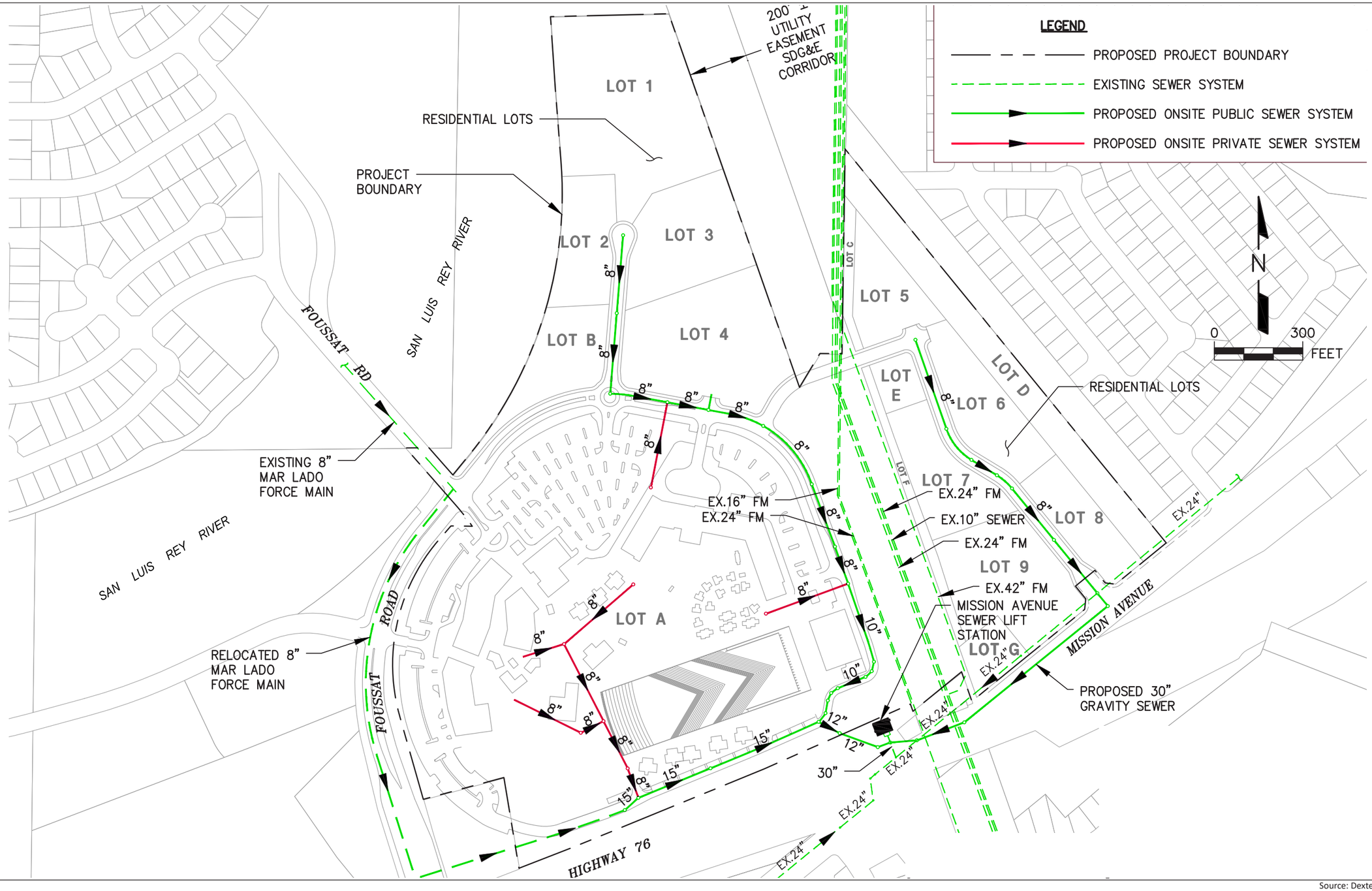
Storm Water Drainage

The proposed Project would construct on-site drainage infrastructure to accommodate the proposed development. A large detention and treatment basin would be constructed in the residential portion of the development. Drainage infrastructure in the residential areas would include roof downspouts to landscaped areas, private drainage pipes, catch basins at sumps, trunk private storm drains, and grass swales. Additionally, the cul-de-sac street in the residential area would include a public storm drain trunk line that would outlet into the detention basin and curb inlets.

In the hotel and commercial portion of the site, drainage from the northerly parking lot area would drain to Loop Road with sheet flow, V-gutters where needed, and catch basins and private storm drains. Buildings and parking areas east of the main parking lot would have downspouts, areas of sheet flow, V-gutters, catch basins, and private storm drains leading to Loop Road as well. The hotel area would include grass areas, pools, hardscape, walkways, and perimeter buildings and commercial areas. Roof downspouts would outlet onto the grass and planter areas when feasible. A network of private catch basins and storm drains would convey runoff westerly to the large treatment and detention basin. Runoff in the western parking areas would be captured in catch basins and trunk storm drains discharging into the basin. Areas south of the wave pool would drain to the southerly Loop Road, which slopes west toward the large basin.

The construction of new storm drainage infrastructure is included as part of the proposed Project. Therefore, potential environmental impacts resulting from the relocation and construction of such infrastructure is evaluated in the entirety of this SEIR

As discussed in the CEQA-Level Drainage Report, the Project would not substantially alter existing drainage patterns as the drainage design prepared for the proposed Project was created to generally match existing drainage patterns at the site (Tory R. Walker Engineering 2020a). Additionally, retention storage volume would be available within Project pipes and the adjacent SDG&E easement, such that the Project would not require the construction of new storm drainage facilities or expansion of existing facilities that are not included as Project components.



Source: Dexter Wilson Engineering 2021

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Proposed Sewer System

Figure 4.6-4

Electric Power and Natural Gas

Implementation of the Project would result in an increased demand of electric power and natural gas; however, the increase would be similar to the demand analyzed in the Pavilion FEIR. As discussed in the Pavilion FEIR, the Project would be able to utilize existing SDG&E utility lines and would not require the construction of new facilities or expansion of existing facilities. SDG&E 34.5 kV lines and their underlying easement that bisect the site would remain. Additionally, overall Project electrical needs would be offset through PV installation as described in Chapter 2.0 of this SEIR. The Project would need to tie into existing lines, but such impacts would be minimal.

Telecommunication

Implementation of the Project would result in an increased demand of telecommunication facilities; however, the increase would be similar to the demand analyzed in the Pavilion FEIR. As discussed in the Pavilion FEIR, Cox Communications, which provides services for all of the City of Oceanside, would have adequate capacity to serve the Project.

Significance of Impact

The Project would not cause significant environmental effects due to relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. Impacts would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required.

4.6.5.2 Issue 2 – Water Supplies

Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?

Impact Analysis

Water service would be supplied to the Project by the City. The City's 2015 UWMP projects 100 percent supply reliability under normal year and dry year conditions. Under multiple dry year conditions, the City's total water demand is estimated to exceed the total supply by approximately 3 percent and 7 percent for the third year of 2035 and 2040, respectively. Sufficient water supplies will be available to meet the demands of the Project during normal, dry, and multiple dry years. This is mainly due to total water demands of the Project by 2040 being within the projected demand increase from the 2015 UWMP. In addition, the City can increase supply through the purchases of raw and treated water, reliable local groundwater, and continued augmentation of recycled water use in new as well as established parts of the City's service area, which is anticipated to offset potable demand. Recycled water is anticipated by the City to be available through the Fallbrook outfall line in the near future. When available, the proposed Project would convert its irrigation system to access recycled rather than potable water for irrigation supply. Therefore, the projected water demands for the Project would be met by the City during normal, dry, and multiple dry years.

Significance of Impact

The Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years. Impacts would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required.

4.6.5.3 Issue 3 – Wastewater Treatment

Would implementation of 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?

Impact Analysis

According to the Project Sewer Study, the proposed Project would generate an average flow of approximately 114,100 gallons per day (gpd). The projected wastewater flows are shown in Table 4.6-1, *Ocean KAMP Project Wastewater Flows*.

Table 4.6-1
OCEAN KAMP PROJECT WASTEWATER FLOWS

Land Use	Quantity	Generation Rate	Average Flow (gpd)
Commercial	10.3 gross acres	1,000 gpd/acre	10,300
Hotel	300 rooms	100 gpd/room	30,000
Wave Pool	3.1 acres	--	15,000
Residential	420 units	140 gpd/unit	58,800
		TOTAL	**114,100**

Source: Dexter Wilson 2021
gpd = gallons per day

As discussed in Section 4.6.5.1 above, the Project would involve the relocation and construction of private and public sewer lines within the site. The proposed sewer system would include gravity sewer piping for the on-site wastewater system, which would connect to off-site sewer lines (see Figure 4.6-4, *Proposed Sewer System*). The on-site gravity sewer system would range from 0.5 to 1.0 percent slope throughout the site. The proposed gravity sewer piping throughout the Project site would have adequate capacity to serve the projected wastewater flows generated by the proposed Project development (Dexter Wilson 2021). Additionally, the existing 24-inch gravity sewer line is planned to be upgraded to a 30-inch sewer by the City Water Utilities Department as a capital improvement project. The Project would perform the construction of a segment of the new sewer and would enter into a reimbursement agreement with the City.

Significance of Impact

The proposed Project would not result in impacts related to the construction or relocation of wastewater utilities. Impacts would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required.

4.6.5.4 Issue 4 – Solid Waste Generation

Would implementation of 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?

Impact Analysis

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 I-15 and south of the City of Corona, at 10910 Dawson Canyon Road in unincorporated Riverside County. According to the California Department of Resources Recycling and Recovery (CalRecycle) Solid Waste Information System, the El Sobrante Landfill has a maximum permitted capacity of 6,229,670 CY, and a remaining capacity of 3,834,470 CY as of May 24, 2016, the most recent year for which data has been report (CalRecycle 2021). The anticipated closure date is August 1, 2047.

During construction of the proposed Project, solid waste disposal would be required. The solid waste generated during construction would primarily consist of discarded materials and packaging generated by the construction process. The proposed Project would adhere to California Green Building Standards Code (CALGreen) Section 5.408.1, which requires a minimum of 65 percent of non-hazardous construction waste to be recycled or salvaged for reuse. Additionally, the Project site is currently vacant and no buildings would be demolished during construction, further minimizing waste generated during construction. Therefore, construction of the proposed Project would not generate solid waste in excess of applicable standards or in excess of the capacity of local infrastructure.

Operation of the proposed Project would result in ongoing solid waste generation at the site. However, the proposed Project is consistent with the zoning and land use designation for the site. Additionally, waste generated during operation would be similar to that of the prior project evaluated under the Pavilion FEIR, which was determined to have a less than significant impact related to solid waste generation. Further, the Project would comply with all applicable regulations related to solid waste. Therefore, the proposed Project 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.

Significance of Impact

The proposed Project 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. Impacts would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required.

4.6.5.5 Issue 5 – Solid Waste Regulations

Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Impact Analysis

As discussed in Section 4.6.5.4 above, implementation of the Project would not generate solid waste in excess of the capacity of local infrastructure. The Project would comply with Chapter 13 of the City Municipal Code requiring residents and businesses to separate all recyclable material from other solid waste. The Project would also comply with California AB 341 directing mandatory recycling for all business generating four or more cubic yards of waste and multi-family projects with five or more units. Additionally, the Project would comply with California AB 1826 which requires public entities and multi-family projects to recycle organic waste. The proposed Project commercial and residential areas would comply with the state and City regulations, providing enclosures with adequate space for collection, storage, and separation of all recyclable materials in full compliance with City standards. This includes food waste, food-solid paper, green waste, landscaping and pruning waste, as well as non-hazardous wood waste. The number of enclosures, access, and landscaping requirements associated with collection areas would comply with City requirements and be constructed of non-combustible 6-foot high masonry or block materials with locking gates. Service would be a minimum of weekly for multi-family uses and weekly or bi-weekly for commercial uses. Therefore, similar to the prior project evaluated in the Pavilion FEIR, the proposed Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Significance of Impact

The proposed Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, and impacts would be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation measures are required.

4.6.6 Conclusion

The relocation and construction of new water, sewer, and drainage infrastructure is included as part of the proposed Project. Therefore, potential environmental impacts resulting from the relocation and construction of such infrastructure is evaluated throughout the entirety of this SEIR. Further, the proposed Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, and no impact to solid waste would occur. Utilities impacts would be less than significant.

5.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 15128 of CEQA Guidelines requires that an EIR contain a brief statement disclosing the reasons why various possible significant effects of a proposed project were found not to be significant and, therefore, would not be discussed in detail in the EIR. For this SEIR, the discussion is divided into two subchapters:

- 5.1, *Effects Adequately Analyzed in the Pavilion FEIR*, which details issue areas that were found not to require additional detailed analysis from that provided in the Pavilion FEIR; and

- 5.2, *Effects Found Not to be Significant as Part of the SEIR Process*, which describes issue areas that were wholly determined to not be significant upon evaluation through the SEIR process.

5.1 EFFECTS ADEQUATELY ANALYZED IN THE PAVILION FEIR

As described in Chapter 4.0, Aesthetics, Land Use and Planning, Noise, Public Services, Transportation and Traffic, and Utilities and Service Systems were the only environmental issue areas with the potential to be inconsistent with the significance conclusions and/or mitigation identified in the Pavilion FEIR. The following issue areas were found to be within the scope of impacts analyzed in the Pavilion FEIR and are addressed briefly in this subchapter:

- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural (and Tribal Cultural) Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Paleontological Resources

5.1.1 Agricultural and Forestry Resources

Pavilion Impact Summary

The prior project's impacts to agricultural resources were determined not to be potentially significant during the Pavilion FEIR project scoping. As such, agricultural resources were included in Chapter V, Effects Found Not to be Significant, of the Pavilion FEIR and an individual analysis on agricultural resources was not provided.

Analysis of Ocean KAMP Environmental Effects

According to the Farmland Mapping and Monitoring Program of the California Department of Conservation (DOC), the areas surrounding the Project site are classified as Urban and Built-Up Land and Other Land, which are not considered suitable for agricultural uses (DOC 2016). The Farmland Mapping and Monitoring Program classifies the Project site as Farmland of Local Importance. However, the

Project site is not currently used as farmland and is surrounded by existing commercial and residential land uses. The site was formerly developed with a drive-in movie theater and associated parking areas, and is now vacant and has been graded in accordance with the previously approved grading permit Therefore, implementation of the Project would not convert significant farmland, including Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, to non-agricultural use. Additionally, the Project site and surrounding areas do not contain forest land or timberland, so the Project would not convert forest land or timberland to non-forest use. Impacts to agricultural resources would not occur as a result of the proposed Project. The Project's impacts to agricultural resources are consistent with the Pavilion FEIR.

Avoidance, Minimization, and Mitigation Measures

As no significant impacts to agricultural resources would result from Project implementation, no mitigation measures are required.

5.1.2 Air Quality

Pavilion Impact Summary

The following discussion provides an analysis of the prior project's air quality impacts.

Short Term

Construction Emissions. Construction activities associated with rough-grading operations during prior project development would result in the release of exhaust emissions from motor vehicles. Fugitive dust emissions, which include PM_{10} and $PM_{2.5}$ (respirable particulate matter less than 10- and 2.5-microns in diameter, respectively), are caused by ground disturbance during earthwork and other construction-related activities may have a substantial, but temporary, impact on air quality as well.

The prior project would require the import of fill to raise the existing site level three to four feet. Grading was estimated to generate 106.4 pounds of fugitive dust per day. All phases of earthwork, however, would utilize surface wetting at least three time daily as a dust control measure to suppress dust particulates and keep them from becoming airborne. Utilization of such dust-control measures would maintain fugitive dust emissions below the threshold of significance.

Powered Haulage. The prior project would require three to four feet of soil to be imported onto the subject property. The process of importing this soil would result in a total of 706 ADT for a period of three months, where the average trip distance would be three miles.

VOC Emissions. Volatile organic compound (VOC) emissions from architectural coatings, such as painting, would be generated during project development.

Long-Term

Traffic Emissions. The large scale of the proposed commercial center would generate an increase in existing traffic levels, thus elevating the amount of vehicular emissions in the area. The prior project was expected to generate 32,175 ADT, with a median speed of 45 miles per hour (derived from the combined speeds of the freeway and surface street activity) used to analyze potential impacts to air quality from vehicle trip emissions (included under project Operations within).

Construction Emissions and Powered Haulage. Construction activities would inevitably result in dust emissions during clearing and excavation phases. Wet dust suppression techniques, such as watering, would be used during construction to suppress the fine dust particles from becoming airborne, thus lowering the impact to a less-than-significant level.

All criteria pollutants caused by and related to construction emissions were found to be below the recommended risk level, with the exception of NOx (Nitrogen oxides), which is projected at 288.5 pounds per day under cumulative construction grading operations, thus exceeding the established significance threshold of 250.0.

VOC Emissions. Low VOC paints were noted to be used during architectural coating application to reduce the potential impact to a less than significant level. No significant impacts to air quality were anticipated to occur due to VOC emissions.

Traffic Emissions. The analysis determined that project-induced traffic emissions would be below the significance threshold established by the SDAPCD. No significant impacts to air quality were anticipated from traffic emissions associated with prior project implementation.

Compliance with the RAQS and the SIP. The prior project would be consistent with the RAQS and the SIP, therefore no associated significant impacts would result from prior project implementation.

Analysis of Ocean KAMP Environmental Effects

An Air Quality and Greenhouse Gas Technical Report was prepared for the Project (HELIX 2021b; Appendix J). The Project would generate criteria pollutants in the short term during construction and the long term during operation. To determine whether a project would result in a cumulatively considerable net increase in criteria pollutant emissions that would violate an air quality standard or contribute substantially to an existing or projected air quality violation, a project's emissions are evaluated based on the quantitative emission thresholds established by the SDAPCD, as shown in Table 5.1-1, *Screening-level Thresholds for Air Quality Impact Analysis*.

Table 5.1-1
SCREENING-LEVEL THRESHOLDS FOR AIR QUALITY IMPACT ANALYSIS

Pollutant	Total Emissions
Construction Emissions (Pounds/Day)	
Respirable Particulate Matter (PM_{10})	100
Fine Particulate Matter ($PM_{2.5}$)	67
Oxides of Nitrogen (NO_X)	250
Oxides of Sulfur (SO_X)	250
Carbon Monoxide (CO)	550
Volatile Organic Compounds (VOCs)	137

Operational Emissions	Pounds per Hour	Pounds per Day	Tons per Year
Respirable Particulate Matter (PM_{10})	---	100	15
Fine Particulate Matter ($PM_{2.5}$)	---	67	10
Oxides of Nitrogen (NO_X)	25	250	40
Oxides of Sulfur (SO_X)	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	---	3.2	0.6
Volatile Organic Compounds (VOC)	---	137	15
Toxic Air Contaminant Emissions			
Excess Cancer Risk	1 in 1 million 10 in 1 million with T-BACT		
Non-Cancer Hazard	1.0		

Source: HELIX 2021b
T-BACT = Toxics-Best Available Control Technology

Short-Term Emissions

Construction Emissions

As discussed in the Project's Air Quality and Greenhouse Gas Technical Report, temporary construction emissions were estimated using California Emissions Estimator Model (CalEEMod). CalEEMod is a computer model used to estimate air emissions resulting from land development projects throughout the state of California. The analysis was conservative in analyzing the highest potential emissions, by assuming full build out of all residential units (700 dwelling units). Construction activities would include continuation of grading, installation underground utilities, internal streets and parking area paving, building construction, and architectural coatings. Construction is assumed to occur five days per week with equipment operating up to eight hours per day. In addition, construction would require the use of heavy off-road equipment. Construction equipment estimates are based on default values in CalEEMod, Version 2016.3.2 with additional equipment added for excavation for underground utilities, based on assumptions used for similar projects. Worker commute trips and vendor delivery trips were modeled based on CalEEMod defaults. Worker trips are anticipated to vary between 15 and 1,528 trips per day, depending on construction activity.

The results of the Project's construction emissions modeling for criteria pollutants and ozone precursors are shown in Table 5.1-2, *Maximum Daily Construction Emissions*. The data are presented as the maximum anticipated daily emissions for comparison with the SDAPCD thresholds.

Table 5.1-2
MAXIMUM DAILY CONSTRUCTION EMISSIONS

Construction Phase	VOC (lb/day)	NO_X (lb/day)	CO (lb/day)	SO_X (lb/day)	PM_{10} (lb/day)	$PM_{2.5}$ (lb/day)
Grading	7.7	130.4	57.6	0.3	47.0	8.9
Underground Utilities	0.8	8.0	9.7	0.0	0.5	0.4
Paving	4.1	45.2	24.4	0.1	3.3	1.3
Building Construction - 2022	8.8	65.1	64.8	0.3	16.8	5.2
Building Construction - 2023	8.1	53.7	60.8	0.3	16.6	5.0
Architectural Coatings - 2023	55.5	1.9	8.4	0.0	2.6	0.8
Maximum Daily Emissions[1, 2]	**63.6**	**138.4**	**69.2**	**0.3**	**47.5**	**9.3**
SDAPCD Thresholds	*137*	*250*	*550*	*250*	*100*	*67*
Exceed Thresholds?	***No***	***No***	***No***	***No***	***No***	***No***

Source: HELIX 2021b

[1] Totals may not sum due to rounding.

[2] The maximum daily emissions of VOCs and CO would be the sum of the 2023 Building Construction and Architectural Coatings which would occur concurrently. The maximum daily emissions of all other pollutants would be the sum of Grading and Underground Utilities, which would occur concurrently.

lb/day = pounds per day; VOC = volatile organic compound; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; SDAPCD = San Diego County Air Pollution Control District

As shown above, the Project's temporary construction-related criteria pollutant and precursor emissions would be below the SDAPCD's significance thresholds. Therefore, the Project's construction activities would not result in a cumulatively considerable net increase of criteria pollutants that would violate any air quality standard or contribute substantially to an existing or projected air quality violation. The Project's construction activities would result in a less than significant impact and no mitigation is required.

Long-Term Emissions

Operational Emissions

The Project's long-term maximum daily and annual operational emissions include area, energy, and mobile sources. These emissions were estimated using CalEEMod. Development within the Project would use electricity for lighting, heating, and cooling. Natural gas and electricity would be supplied by SDG&E. Direct emissions from the burning of natural gas may result from furnaces, hot water heaters, and kitchen appliances. Area sources include emissions from landscaping equipment, the use of consumer products, the reapplication of architectural coatings for maintenance, and hearths.

Operational emissions from mobile source emissions are associated with vehicle trip generation and trip length. Based on the Project trip generation rate from the Local Transportation Study (Appendix D to this SEIR), the Project would generate 19,040 average weekday trips and 14,426 average weekend trips (LLLG 2021a). The Project's Air Quality and Greenhouse Gas Technical Report assumed a trip distance of 4.4 miles for residential trips as shown in the SANDAG Series 13 Year 2020 Travel Demand Model Results, provided in the Vehicle Miles Traveled Study (LLG 2021b). Trip distances for the hotel/ commercial component of the project were taken from the SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates: Hotel – 7.6 miles; Commercial/Retail – 5.2 miles; and Wave Pool – 7.6 miles (SANDAG 2002).

The results of the modeling of the Project's operational emissions of criteria pollutants and precursors are shown in Table 5.1-3, *Operational Emissions*. The data are presented as the maximum anticipated daily emissions and annual emissions for comparison with the SDAPCD thresholds.

Table 5.1-3
OPERATIONAL EMISSIONS

Source	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Daily Emissions (pounds per day)						
Area	31.9	0.7	57.8	<0.1	0.3	0.3
Energy	0.3	2.5	1.1	<0.1	0.2	0.2
Mobile	23.4	89.1	247.1	0.8	80.7	22.0
Total Project Emissions[1]	**55.6**	**92.3**	**305.9**	**0.9**	**81.3**	**22.6**
SDAPCD Daily Thresholds	*137*	*250*	*550*	*250*	*100*	*67*
Exceed Daily Threshold?	***No***	***No***	***No***	***No***	***No***	***No***
Annual Emissions (tons per year)						
Area	5.7	<0.1	5.2	<0.1	<0.1	<0.1
Energy	<0.1	0.5	0.2	<0.1	<0.1	<0.1
Mobile	3.8	15.0	40.7	0.1	13.2	3.6
Total Project Emissions[1]	9.5	15.5	46.1	0.1	13.3	3.7
SDAPCD Annual Thresholds	*15*	*40*	*100*	*40*	*15*	*10*
Exceed Annual Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: HELIX 2021b

[1] Totals may not sum due to rounding.

VOC = volatile organic compound; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; SDAPCD = San Diego County Air Pollution Control District

As shown, the Project's long-term emissions of criteria pollutants and precursors would not exceed the SDAPCD daily or annual screening thresholds. Therefore, the Project's operational activities would result in a less than significant impact.

Avoidance, Minimization, and Mitigation Measures

As no significant impacts to air quality would result from Project implementation, no mitigation measures are required.

5.1.3 Biological Resources

Pavilion Impact Summary

Direct Impacts

Implementation of the prior project would impact all of the property, resulting in the loss of 0.73 acre of jurisdictional southern willow scrub and disturbed wetland; 0.70 acre of coyote brush scrub; 41.5 acres of non-native grassland; and 49.4 acres of non-native vegetation, disturbed land, and developed areas. No direct impacts to rare, endangered, threatened, or sensitive species were anticipated.

Indirect Impacts

Indirect impacts are effects on habitats which may occur over time as a result of proximity to developed areas, sometimes referred to as "edge effects." Of concern for the prior project were the sensitive species occurring off-site in the adjacent open space associated with the San Luis Rey River. The following indirect effects were evaluated in the Pavilion FEIR:

- Water quality. During construction, contaminated surface runoff and sedimentation can adversely affect water quality in adjacent habitats, particularly riparian and wetland areas. This, in turn, can adversely affect vegetation and animals dependent upon these resources.

- Fugitive dust. Dust generated during project construction can potentially affect adjacent habitats. The photosynthetic capability of dust-covered vegetation can be reduced, thus making it more susceptible to pests and disease. Animals dependent upon this vegetation would in turn be adversely affected.

- Invasive species. Non-native plants introduced by project landscaping and/or from disturbance during grading can be highly invasive and can out-compete native vegetation, reducing habitat values. Non-native vegetation can also increase fire risk, change ground and surface water levels, and adversely affect wildlife dependent on the native habitat.

- Habitat fragmentation/edge effects. Breaking up larger parcels of habitats into smaller discontinuous patches potentially results in habitat fragmentation. Edge effects of development adjacent to native habitats can include invasion by exotic species, intrusion of people and domestic animals, lighting, and noise, all of which can lead to degradation of adjacent habitat(s).

- Noise. Sensitive wildlife species, such as breeding birds, can be adversely affected by short term noise impacts (e.g., construction during the breeding season) as well as long-term edge-effects as noted above.

- Lighting. Night-lighting can spillover into adjacent habitats, potentially interfering with wildlife movement and nocturnal habitats of certain species.

Compatibility with the Draft Habitat Conservation Plan (HCP) and Subarea Plan (SAP) Report

The prior project was well into the design stage at the time the City's Science Review Panel (SRP) was convened and prepared its report, and the project as submitted did not incorporate any of the SRP report recommendations. The SRP report indicates that the project as proposed would substantially impair the City's ability to adopt and implement an HCP that adequately promotes an avian/gnatcatcher dispersal corridor through central Oceanside, and this corridor is considered regionally important for the gnatcatcher. However, after reviewing the SRP report recommendations and meeting with representatives from the Wildlife Agencies, an alternative that incorporates the project revisions needed to accommodate the on-site corridor recommendations of the SRP was prepared. This alternative is included in Chapter IV as the "Reduced Project/Subarea Plan Alternative," and the applicant has indicated its willingness to proceed with this alternative.

Adoption and Implementation of an Oceanside HCP. While the City's Draft HCP has not been adopted and projects are not legally required to comply with its policies, the City and the resource agencies evaluate all projects' potential impacts on future plan implementation. The property is within the

proposed WCPZ, and development of the entire site as the project proposes would preclude use of a portion of the property as a gnatcatcher/avian corridor, as contemplated by the Draft HCP. The Draft Plan also designates a portion of the property as a moderate priority area for restoration, as it currently does not support native vegetation, and revegetation of such properties within the corridor with coastal sage scrub would be expected to improve and facilitate north-south movement of gnatcatchers. While the project would preclude potential restoration of this portion of the site, it should also be noted that much of this area is already constrained by transmission lines, pipelines, and other easements that cannot be revegetated for safety and maintenance reasons.

San Luis Rey River Buffer. The existing levee extends 100 feet out from the San Luis Rey River; the levee is rock-faced on both sides and a paved bike path/recreational trail is at the top. As this area is already developed, the resource agencies have agreed that no additional buffer is required on-site. The project development is further set back from the levee by the full width of Foussat and off-site Pala Roads as well as further on-site landscaping and building setbacks.

The project would not be expected to have direct impacts on sensitive species and habitats along the San Luis Rey River, but indirect impacts would be potentially significant. The direct loss of 0.73 acre of wetland and jurisdictional habitats, 0.70 acres of coyote brush scrub, and 41.5 acres of non-native grassland would be significant but mitigable. While the draft HCP is not yet adopted, the project is not in compliance with the Draft Plan because of corridor width; this impact is considered significant and unmitigable.

Analysis of Ocean KAMP Environmental Effects

The entire upland area has been graded and mitigation measures have been implemented pursuant to the Pavilion FEIR. Wetland resources are being addressed through the permitting process and applicable mitigation in the Pavilion EIR MMRP as shown below. No additional biological resources beyond those identified in the Pavilion FEIR would occur with implementation of the proposed Project.

Applicable Pavilion EIR Avoidance, Minimization, and Mitigation Measures

BIO-1 A monitoring biologist (approved by the City) shall: (1) attend a preconstruction meeting, (2) be present during initial clearing and grubbing of habitat, and (3) be present during project construction within 500 feet of preserve habitat to ensure compliance with all conservation measures. The monitoring biologist shall ensure that: the contractor and construction personnel are educated about the sensitivity of adjacent habitats, construction fencing is installed, seasonal restrictions on grading are followed, trash is removed from sensitive habitat areas or adjacent areas, vehicle fueling occurs outside sensitive areas, pets of project personnel are not brought to the project site, construction night lighting is minimized to avoid impacts to sensitive habitats, and violations are reported and mitigated appropriately. The biologist shall submit a letter to the City that documents compliance with mitigation measures at the conclusion of construction.

BIO-2 Impacts will occur to 0.57 acre of wetlands (0.22 acre of potentially Corps/RWQCB jurisdiction, 0.57 acre of CDFW jurisdiction). Mitigation will be provided at a 3:1 ratio in the San Luis Rey Mitigation Bank for purchase of 1.71 acres. NOTE: *Wetland acreages have been updated to reflect the current permitting process outlined in BIO-13 below*.

BIO-5 While the proposed plant list for the on-site 100-foot wide corridor currently consists of native species including coastal sage scrub constituents that are compatible with the City's recommended plant guidelines, the final project completion species selection will be subject to approval by the fire marshal as part of landscape work drawings.

BIO-6 The conservation easement over the onsite 100-foot corridor will be provided for review and approval by the Wildlife Agencies as a condition of project approval.

BIO-7 Landscaping within the development area shall avoid the use of invasive non-native plants, detailed in Table 5-5 of the draft HCP and/or the California Invasive Plant Inventory.

BIO-8 No grading, grubbing, or clearing shall be allowed during the breeding season for least Bell's vireo (March 15 to September 15) or raptors (January 31 to July 31) unless preconstruction surveys are conducted to determine if these species occur within areas that would be impacted by noise levels greater than 60 dB L_{EQ}. If these species are nesting within this area at the time, these construction activities shall either (1) be postponed until all nesting breeding behavior has ceased, or (2) a temporary noise barrier or berm is constructed at the edge of the development footprint to ensure that noise levels are reduced to below 60 dB L_{EQ}. If these species are nesting within this area at the time, these construction activities shall either (1) be postponed until all nesting breeding behavior has ceased, or (2) a temporary noise barrier or berm is constructed at the edge of the development footprint to ensure that noise levels are reduced to below 60 dB L_{EQ}.

BIO-9 To ensure compliance with the Migratory Bird Treaty Act, clearing of any native vegetation shall be done outside the breeding season of most avian species (February 15 to July 31), unless pre-construction surveys are conducted to determine that no nesting birds are present immediately to clearing nor are in areas which could be impacted by noise.

BIO-10 To ensure that construction activity remains within the defined limits of work, all construction and staging areas shall be grading and fenced with orange construction fencing and silt fencing or fiber rolls. Delineated areas shall be regularly inspected by the project biologist per the construction monitoring schedule.

BIO-12 Lighting within the project area adjacent to the San Luis Rey River shall be selectively placed, directed away from the river, and of the lowest illumination possible for human safety.

BIO-13 Mitigation for the loss of jurisdictional waters would be conditions of the permits issued by the USACE, RWQCB, and CDFW. The applicant will submit the required jurisdictional delineation to USACE as part of Clean Water Act permitting. Said permits will be obtained prior to grading in these areas.

5.1.4 Cultural Resources

Pavilion Impact Summary

Archaeological and Tribal Cultural Resources

The Pavilion FEIR identified potentially significant impacts to unidentified cultural resources given the alluvial setting of the project site; a history of flooding allows for the possibility of deeply buried cultural

resources to exist in the area. Impacts to buried cultural resources during project construction were identified as potentially significant.

As part of the grading phase conducted under the grading permit for the Pavilion project, an archaeological monitoring program is being implemented to ensure that ground disturbance would have no significant impacts to cultural resources within the project area.

Historic Resources

As no historical resources were found to occur on the project site, no impact to historical resources would result from project implementation.

Analysis of Ocean KAMP Environmental Effects

The Project site has undergone grading in conformance with the initial approvals of the Pavilion FEIR. Therefore, the proposed Project is not anticipated to result in impacts greater than those identified in the Pavilion FEIR. Compliance with the previously identified mitigation for archeological and tribal cultural resources would ensure that a Native American monitor and an archaeological monitor would be on-site during grading, trenching, or other ground-disturbing activities of existing soils. Therefore, impacts to potentially significant and unidentified cultural resources would be less than significant.

Applicable Pavilion EIR Avoidance, Minimization, and Mitigation Measures

Per the Pavilion FEIR MMRP, the program consists of the following:

CUL-1 The development of a pre-excavation agreement between the applicant and the appropriate Luiseño tribe(s) or other Native Americans as determined by the City.

CUL-2 The presence of a qualified archaeologist and invitation to a Native American monitor at the pre-construction meeting.

CUL-3 A Native American monitor to be invited and an archaeological monitor will be on-site during initial grading, trenching, or other ground-disturbing activities of existing soils. Monitoring will not be required during the subsequent soil import and grading operations as it will not disturb native soils.

CUL-4 The analysis of any cultural material found.

CUL-5 The preparation of a report detailing the methods and results of the monitoring program.

CUL-6 The curation or repatriation of the cultural material collected.

Implementation of these existing Pavilion EIR mitigation measures would ensure that Project development would have no significant impacts to cultural resources within the project area.

5.1.5 Geology and Soils

Pavilion Impact Summary

Two geotechnical reports were prepared for the Pavilion FEIR by Eberhart Consultants (2006) and United Consultants (2007). The reports found that the property is not subject to potential hazards associated with landslides, tsunamis, seiche, loss of mineral resources, or loss of unique geologic features. However, liquefaction is an issue in the San Luis Rey River Valley. Subsurface soils on site have a moderate potential to cause ground settlement from liquefaction and dynamic compaction. Construction of the project would import 459,000 cubic yards of soil to the site. The site grade would be increase up to about I0 feet, with an average increase of about 4 feet. Potential impacts associated with ground settlement were considered significant.

Analysis of Ocean KAMP Environmental Effects

An updated geotechnical report was prepared for the Project in 2019 (GeoCon Incorporated 2019; Appendix K). No new soil or geologic conditions were encountered that would result in further measures than required in the Pavilion FEIR. Conformance with, and implementation of, all seismic-safety development requirements, including all applicable requirements of the Alquist-Priolo Zone Act, the seismic design requirements of the IBC, and all other applicable requirements, would ensure that the potential impacts associated with seismic and geologic hazards are less than significant, consistent with the Pavilion FEIR. Mass grading of the site has already occurred. While monitoring of post-grading soil settlement would be required because approximately 2 to 5 inches of compression-related settlement is anticipated, the City requires a minimum of six months of settlement monitoring. Therefore, primary consolidation of the alluvial soils should be complete after the required six-month monitoring period. As a consequence, construction of underground utilities should be delayed until the primary consolidation of the alluvial deposits is complete.

The geotechnical report recommended implementing design and ground improvement techniques consistent with the CBC requirements to reduce impacts associated with liquefaction and settlement, such as stone columns, soil mixing, compaction grouting, etc. Conformance with and implementation of all seismic-safety development requirements, including all applicable requirements of the Alquist-Priolo Zone Act, the seismic design requirements of the CBC and IBC, and all other applicable requirements would ensure that the potential impacts associated with seismic and geologic hazards are consistent with the Pavilion FEIR.

Applicable Pavilion EIR Avoidance, Minimization, and Mitigation Measures

To mitigate the potentially significant impacts associated with liquefaction and ground settlement, the following mitigation measures were identified in the Pavilion EIR for implementation:

GEO-1 Loose surficial soil in the upper 1 to 2 feet would be over-excavated prior to placement of fill or in building pad locations. The upper 5 to 10 feet of soil, which is loose to medium dense, would be over excavated in deep fill areas, and compacted as engineered fill.

GEO-2 To mitigate potential differential settlement of structures, two options may be used. One is to perform conventional grading with reduced foundation bearing capacities, and the other would be to improve the subsurface with deep dynamic compaction with higher bearing capacities for foundations.

On-site soil generated from cut areas following clearing and grubbing that is free of excess organic material (3 percent or less by weight) or debris may be suitable for use as structural fill. Imported Select Fill should be non-expansive, having a Plasticity Index of 12 or less, an R-Value greater than 40, and enough fines so the soil can bind together. Imported soil should be free of organic materials and debris, and not contain rocks or lumps greater than 3 inches in maximum size. Imported Select Fill shall be approved by the geotechnical engineer prior to delivery on-site.

GEO-3 Compaction and design requirements shall be consistent with those specified in the geotechnical report (90 to 95 percent relative compaction with 1 to 2 percent above optimum moisture content), and site grading shall be performed in accordance with these recommendations and the Grading and Earthwork Specifications.The mitigation included the Pavilion FEIR required analyzing ground settlement and ensuring that ground compaction and design requirements would be consistent with those specified in the Pavilion geotechnical reports (Eberhart Consultants 2006; United Consultants 2007). Similarly, the proposed Project would implement design and ground improvement techniques consistent with the CBC requirements to reduce impacts associated with liquefaction and settlement to less than significant.

5.1.6 Greenhouse Gas Emissions

Pavilion Impact Summary

The Pavilion FEIR analyzed GHG emissions as a cumulative impact and concluded that without an established threshold of measurement [in 2008], the significance of this impact could not be precisely determined and for purposes of the FEIR, GHG emissions were assumed to be cumulatively significant and unmitigable.

Analysis of Ocean KAMP Environmental Effects

The Project's Air Quality and Greenhouse Gas Emissions Technical Report analyzed construction and operational emissions of GHGs (HELIX 2021b). The determination of significance for GHG impacts is governed by the CAP. A CAP Energy Report was prepared for the Project to evaluate Project compliance with the CAP requirements (Syskas Report; Appendix L). The City adopted the CAP as a part of their General Plan Update in 2019, which also includes development of a policy framework in the General Plan Energy and Climate Action Element. The CAP is intended to support statewide efforts to cut GHG emissions by expanding local renewable energy generation, reducing energy use, promoting recycling and reuse, facilitating active transportation, enhancing access to sustainable transportation modes, and encouraging other sustainable practices.

Construction

Construction of the Project would result in emissions of GHGs from the use of diesel-powered equipment, from worker vehicles traveling to and from the Project site, and from trucks hauling material to and from the Project site. The Project's temporary construction emissions were estimated using CalEEMod. The Project would generate a total of 7,289.7 metric tons (MT) of carbon dioxide equivalent (CO_2e). Amortized (averaged) over the anticipated 30-year lifespan of the Project, construction GHG emissions would be 243.0 MT of CO_2e per year (HELIX 2021b).

Operation

As described in Section 4.5, the Project Vehicle Miles Traveled Study estimated future Project residents to be 2,036 (LLG 2021b). An estimate of the employees and customers visiting the site each day can be calculated from the Project trip generation. According to the Local Transportation Study (Appendix D to this SEIR), the hotel/commercial portion of the Project site would generate 13,340 weekday trips and 8,728 weekend trips, or 12,022 ADT. Delivery vehicles would not be considered users of the site and can be discounted form the service population. According to the CalEEMod user's guide, for hotel land and commercial retail land uses, delivery trips represent 19 percent of the total. Therefore, the trips attributable to employees and visitors/customers would be 9,378 (19 percent below the average daily trips). Assuming 2 trips per employee or visitor/customer, the average daily employees and visitors/ customers would be 4,689. The service population would be 2,036 residents plus 4,689 employees and visitors/customers for a total of 6,725.

The GHG emissions associated with long-term operation of the Project were estimated using CalEEMod and the results of the Project's operational emissions modeling are shown in Table 5.1-4, *Operational GHG Emissions*. The data are presented as the maximum anticipated operational GHG emissions for the first full year of operation (2024) and compared to the City's established threshold.

Table 5.1-4
OPERATIONAL GHG EMISSIONS

Source	Emissions (MT CO_2e/year)
Area	8.7
Energy	3,745.5
Vehicular (Mobile)	13,381.4
Solid Waste	2,413.4
Water and Wastewater	403.9
Amortized Construction Emissions	*243.0*
Total Annual Emissions[1]	**20,195.9**
Emissions per service population (6,725) per year	**3.0**
2025 Efficiency Threshold (MT CO_2e/service population/year)	*3.5*
Exceed Threshold?	***No***

Source: HELIX 2021b
[1] Totals may not sum due to rounding.
MT = metric ton; CO_2e = carbon dioxide equivalent

As shown, the Project's operational GHG emissions would be approximately 3.0 MT CO_2e per service population per year, which would be below the 2025 City threshold of 3.5 MT CO_2e per service population per year. The Project, by achieving the City's threshold, would not conflict with the goals of the City's CAP and may be seen to achieving its fair share of the state's reduction target. Therefore, the Project would not generate GHG emissions that may have a significant impact on the environment, and the impact would be less than significant.

Avoidance, Minimization, and Mitigation Measures

As no significant impacts associated with GHGs would result from Project implementation, no mitigation measures would be required.

5.1.7 Hazards and Hazardous Materials

Pavilion Impact Summary

The Hazards and Hazardous Materials section of the Pavilion FEIR evaluated the site in its current condition at that time, as well as the historical uses associated with the site. The Pavilion FEIR disclosed release of isolated concentrations of the pesticide dieldrin and toxaphene (associated with prior on-site agriculture starting in 1928 until approximately 2000), potential for on-site soils contaminated by leakage from an off-site underground storage tank, and potential asbestos and lead associated with on-site structures. Based on the potential hazards and hazardous materials impacts identified in the Pavilion FEIR, mitigation measures were identified to mitigate the potential impact to less than significant.

As part of the Pavilion FEIR, the following studies were prepared: Phase I Environmental Assessment (GeoSoils, Inc., 2005) and a Limited Phase II Environmental Assessment (GeoSoils, Inc., 2007). In addition, a 2nd Revised Report for Additional Testing and Proposed Placement of Dieldrin/Toxaphene Affected Soil (GeoSoils, Inc., 2008) was performed in accordance with comments and recommendations made by the County of San Diego Department of Environmental Health. The San Diego County Airport Authority also prepared a staff report and resolution, and Aviation Systems, Inc. prepared an analysis to address Federal Aviation Administration concerns (Aviation, Inc., 2007).

Analysis of Ocean KAMP Environmental Effects

Although some routine transport of hazardous material may occur during construction and/or operation of the Project, the Project's adherence to existing mandatory federal, state, and local regulations controlling hazardous materials would ensure that long-term health and safety impacts associated with on-site hazardous materials over the long-term operation of the Project are consistent with the impacts addressed in the Pavilion FEIR.

Avoidance, Minimization, and Mitigation Measures

The Project site has been graded and mitigation measures for the presence of hazardous materials outlined in the Pavilion FEIR have been implemented prior to and during grading pursuant to the Pavilion FEIR MMRP. No additional mitigation measures are required.

5.1.8 Hydrology and Water Quality

Pavilion Impact Summary

The Pavilion FEIR determined that the project would not pose a significant adverse impact to hydrology, water quality, or the San Luis Rey River. A SWQMP (O'Day Consultants 2007) and Hydrology Report (Tory R. Walker Engineering 2007) was prepared for the Pavilion FEIR. The dominant drainage feature in the general area is the San Luis Rey River, which runs along the western boundary of the northern half of the property, before bending to the west at the Foussat Road. The eastern/southern side of the river (including the segment bordering the property) is contained by a USACE levee. The prior project was designed to result in runoff levels consistent with those assumed in the GDM for the USACE flood control levee on the river. The GDM and the design and construction of the levee and associated ponds all anticipated the project area being developed for commercial land uses. As such, the GDM is the best

available design standard for evaluation of drainage and retention and the prior project would be within expected outputs.

Furthermore, BMPs were included in the SWQMP for construction to reduce impacts to below a level of significance. According to the SWQMP, the prior project would result in approximately 80 percent of the area being impervious, as compared to approximately 30 percent impervious in the existing condition. However, BMPs were developed to avoid and minimize impacts to water quality as part of the prior project design. Impervious surfaces such as parking lots, sidewalks, patios, roof top drains, rain gutters and other impervious surfaces are designed to drain to landscaping, vegetated buffer strips, or vegetated swales where practicable. In areas where runoff could not be designed to enter vegetated swales, filtration was proposed at storm drain inlets. Implementation of the SWQMP recommendations and the retention and water quality BMPs incorporated into the project design would reduce existing sediment transport and result in less than significant impacts. Furthermore, no impacts to groundwater would be expected and there are no changes that would be considered a condition of concern for downstream water bodies.

Analysis of Ocean KAMP Environmental Effects

As with the Pavilion FEIR, the proposed Project would not result in significant adverse impacts to hydrology, water quality, or the San Luis Rey River. A Drainage Report (Walker 2020a; Appendix H) and SWQMP (Walker 2020b; Appendix M) were prepared for the Project by Tory R. Walker Engineering. The Drainage Report concluded that the Project as designed would not substantially alter existing drainage patterns. The Project includes drainage basins to accommodate increased flows and the design is intended to generally match existing drainage patterns. Approximately 60 percent of the hotel and commercial areas would drain southwest to an existing storm drain near Foussat Road. Runoff from the proposed residential area to the east also contribute to the existing drain. Within the hotel area, approximately 25 acres would drain to the stormwater treatment detention basin (Basin 1A) at the southwest corner of the site. Flow attenuation is provided within this basin, and outflows are piped to join the existing storm drain along SR 76. Portions of the areas north and east of the wave pool drain north into the Project loop road and detention basin just north of the loop road (Basin 2). Runoff from the northerly residential area would also be treated and attenuated in this basin.

Furthermore, as specified in the City's General Plan, the Project falls within the San Diego RWQCB planning and management boundaries. Local water management plans must, at a minimum, comply with water quality thresholds and measures as defined by the RWQCB. The Basin Plan sets water quality objectives that are qualitative and quantitative in order to protect the identified beneficial uses of the watershed. The Basin Plan for the RWQCB recommends that suspended sediment load and discharge not be elevated such that it can be considered a nuisance, or such that the sediment load adversely affects other beneficial uses of the impacted water resource. The General Plan describes objectives and policies intended to maintain water quality throughout the county. The General Plan requires that proposed development projects incorporate safeguards that would minimize sedimentation and erosion. While the Project was not determined to increase sediment erosion and transport, the Project would comply with the requirements of the RWQCB and National Pollutant Discharge Elimination System (NPDES) permits for stormwater runoff associated with construction activities and the Project would implement standard BMPs identified in the SWPPP to reduce potential impacts to a less than significant level.

Avoidance, Minimization, and Mitigation Measures

As no significant impacts to hydrology and water quality would result from Project implementation, no mitigation measures are required. Adherence to the proposed Project's design features and BMPs outlined in the SWPPP and SWQMP would reduce impacts to a less than significant level.

5.1.9 Mineral Resources

Pavilion Impact Summary

The prior project's impacts to mineral resources were determined not to be potentially significant during the Pavilion FEIR project scoping. As such, mineral resources were included in Chapter V, Effects Found Not to be Significant, of the Pavilion FEIR and an individual analysis on mineral resources was not provided; however, impacts to mineral resources were briefly covered in the Geology and Soils section of the Pavilion FEIR.

Analysis of Ocean KAMP Environmental Effects

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 2002). However, the Project does not overlap with these areas and implementation of the proposed Project would not result in the loss or availability of mineral resources. Potential impacts associated with mineral resources are consistent with the Pavilion FEIR.

Avoidance, Minimization, and Mitigation Measures

As no significant impacts to mineral resources would result from Project implementation, no mitigation measures are required.

5.1.10 Paleontological Resources

Pavilion Impact Summary

The prior project area is entirely underlain by the Eocene Santiago Formation, which is known to be fossil-bearing. Direct or indirect destruction of a unique paleontological resource during prior project construction was evaluated as a significant impact.

Analysis of Ocean KAMP Environmental Effects

The Project would not result in impacts different from those analyzed in the Pavilion FEIR. Mitigation would be required to reduce impacts to paleontological resources to a less than significant level. Prior to issuance of the project's grading permit, the applicant shall confirm to the City that qualified archeologists and paleontologists have been retained to carry out the mitigation program. The archaeologist and paleontologist shall attend pre-grade meetings to consult with grading and excavation contractors.

Applicable Pavilion EIR Avoidance, Minimization, and Mitigation Measures

The following measures identified in the Pavilion FEIR MMRP are required to offset potential impacts to paleontological resources:

PAL-1 Prior to issuance of grading permits, the applicant shall confirm to the City that a qualified paleontologist has been retained to carry out the mitigation program. (A qualified paleontologist is defined as an individual with an M.S. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques.) The paleontologist shall attend pre-grade meetings to consult with grading and excavation contractors.

PAL-2 A paleontological monitor shall be on site during grading operations to evaluate the presence of fossils within previously undisturbed sediments of the Santiago Formation 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.

PAL-3 When fossils are discovered, the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period of time. Some fossil specimens (such as a complete whale skeleton) may require an extended salvage time. In these instances, the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading. To allow recovery of small fossil remains such as isolated mammal teeth, it may be necessary in certain instances to set up a screen-washing operation on the site.

PAL-4 Prepared fossils along with copies of all pertinent field notes, photos, and maps shall be deposited (with the applicant's permission) in a scientific institution with paleontological collection such as the San Diego Natural History Museum. A final summary report shall be completed and distributed to the City and other interested agencies which outlines the results of the mitigation program. This report shall include discussions of the methods used, stratigraphy exposed, fossils collected, and significance of recovered fossils.

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5.2 EFFECTS FOUND NOT TO BE SIGNIFICANT AS PART OF THE SEIR PROCESS

The following issue areas were found not to result in significant impacts as part of the SEIR process:

- Energy
- Population and Housing
- Recreation
- Wildfire

As noted above, Aesthetics, Land Use and Planning, Noise, Public Services, Transportation and Traffic, and Utilities were evaluated in Chapter 4.0 as inconsistent with the analysis and mitigation identified in the Pavilion FEIR. Additionally, as described in Section 5.1, potential impacts related to Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural (and Tribal Cultural) Resources, Geology and Soils, GHG Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, and Paleontological Resources were found to be consistent with the impacts analyzed in the Pavilion FEIR. Since the certification of the Pavilion FEIR, the CEQA Guidelines have been updated to include Energy and Wildfire as issue areas requiring analysis. Additionally, the proposed Project would result in different impacts to Population and Housing and Recreation than what was analyzed in the Pavilion FEIR. Each of these four issue areas were determined as part of the SEIR process to result in less than significant impacts, and are addressed briefly below.

5.2.1 Energy

Based on Appendix G of the CEQA Guidelines, implementation of the Project may have a significant impact if it would result in the wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation, or conflict with or obstruct a state or local plan for renewable energy of energy efficiency. The Project would result in wasteful, inefficient, or unnecessary use of energy if it would not implement construction or operational practices that aim to reduce energy use beyond typical demand. Construction and operational energy use related information is provided in the Project-specific Air Quality and Greenhouse Gas Emissions Technical Report prepared by HELIX (May 2021), included as Appendix I to this SEIR, and summarized below.

Construction Energy Demand

During construction, the Project would result in an increase in energy consumption through the combustion of fossil fuels in on-road construction vehicles, worker commute vehicles, and off-road construction equipment, and potentially the use of electricity for temporary lighting and other similar sources. Construction of the Project would require grading/site preparation; trenching and utilities installation; shoring, excavation, and pile installation; building construction; and finishes. Proposed construction activities are typical for the region and building types. The Project does not include unusual circumstances that would require unusually high energy use for construction.

Construction of the proposed structures is anticipated to utilize typical building materials that would not require new or unusual manufacturing. Sources of building material and exact types and quantities are unknown at this time. While the energy use associated with the manufacture of building materials is largely outside the control of the construction contractor, Title 24 Building Energy Efficiency Standards

include requirements for the consideration of products and materials for which life cycle information is available and that have environmentally, economically, and socially preferable life cycle impacts.

Fossil fuels required for on-road vehicles and off-road equipment would be used during the various phases of Project construction. On-road material transport vehicles, such as haul trucks and vendor trucks, and off-road construction equipment, such as dozers, excavators, and front-end loaders, would consume diesel fuel, while on-road worker vehicles would primarily consume gasoline. Worker trips are anticipated to vary between 15 and 1,528 trips per day, depending on construction activity. CalEEMod default worker, vendor, and haul trip distances were used in the modeling conducted as part of the Air Quality and Greenhouse Gas Emissions Technical Report (HELIX 2021b).

Construction emissions were estimated based on the anticipated construction timeline, which assumes completion in August 2023. Construction is assumed to occur five days per week with equipment operating up to eight hours per day. Construction energy use was calculated based on the off-road equipment use and on-road vehicle trips and distances included in the CalEEMod model run conducted for the Project. Construction equipment estimates are based on default values in CalEEMod, Version 2016.3.2, with additional equipment added for excavation for underground utilities based on assumptions used for similar projects. Fuel consumption factors in terms of gallons per hour of diesel fuel for off-road equipment were calculated using data from the CARB Mobile Source Emissions Inventory online database–OFFROAD2017 version 1.0.1 (CARB 2021a). Fuel consumption factors in terms of gallons of diesel and gasoline per mile traveled for on-road vehicles were calculated from the CARB Mobile Source Emissions Inventory online database–EMFAC2021 version 1.0.1 (CARB 2021b).

The estimated fuel and energy consumed during Project construction is shown in Table 5.2-1, *Project Estimated Construction Energy Use*.

Table 5.2-1
PROJECT ESTIMATED CONSTRUCTION ENERGY USE

Source	Gallons Diesel	Gallons Gasoline	kBtu
Off-Road Construction Equipment	44,277	-	6,154,468
On-Road Construction Traffic	361,633	305,637	88,165,948
TOTAL[1]	**405,910**	**305,637**	**94,320,415**

Source: Air Quality and Greenhouse Gas Technical Report (HELIX 2021b); CalEEMod; OFFROAD2017; EMFAC2021
[1] The total presented is the sum of the unrounded values.
kBtu = kilo-British thermal units

As described previously, Project construction is not anticipated to require construction practices that would result in unusually high energy use. Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California regulations (13 California Code of Regulations [CCR] 2449(d)(3), 2485) limit idling from both on-road and off-road diesel-powered equipment and are enforced by CARB. Also, given the high cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. Construction of the Project would include the following construction practice requirements that strive to reduce diesel or gasoline use beyond typical demand:

- When more than one piece of construction equipment is available to complete a task, the contractor shall use the most fuel-efficient equipment.

- The newest or most fuel-efficient equipment models shall be selected from the contractor fleet for use.

- Workers shall be encouraged to carpool or use public transit to access the Project site during construction. The construction contractor shall facilitate carpooling by providing means to organize carpools or request transit center pickups.

- When haul trucks are available with a haul capacity larger than 15 cubic yards but a fuel efficiency similar to a 15-cubic-yard capacity truck, the larger capacity trucks shall be used to reduce total trips.

With implementation of these measures, construction energy use would not be wasteful, inefficient, or unnecessary, and this impact would be less than significant.

Operational Energy Demand

Operation of the Project would result in demand for building electricity, natural gas vehicle fuels, and energy for water treatment and transport. The Project's demand for these energy resources is addressed below.

Electricity

Operation of the Project would consume electrical energy for several purposes including, but not limited to, HVAC systems, lighting, appliances, electronics, and water pumps. SDG&E would serve the Project once developed.

Based on the default electricity values provided in the CalEEMod model run conducted for the Project (included in Appendix I), the Project is estimated to result in a demand of approximately 18,700,000 kilo-Watt-hours (kWh) per year. As mentioned above, to be consistent with the City's CAP, a commercial or residential project would have to provide 50 percent of the estimated electric consumption from on-site renewable sources (e.g., solar panels), or purchase 75 percent of electricity from renewable, emissions-free electricity. A Climate Action Plan Energy Report was completed for the hotel and commercial components of the Project which concluded that the total hotel/commercial electric consumption would be 12,219,300 kWh, and to be consistent with the City's CAP, a solar power system totaling 3,700 kilo-Watts (kW) would be required (Syska Hennessey 2021; Appendix J to the SEIR). As shown in Table 5.2-2, *Project Estimated Operational Energy Use,* the Project would result in an estimated annual energy consumption of 63,951,884 kBtu.

Table 5.2-2
PROJECT ESTIMATED OPERATIONAL ENERGY USE

Energy Type	Quantity	kBtu
Gasoline (Gallons)	55,076	6,829,436
Diesel (Gallons)	9,760	1,356,663
Natural Gas (kBtu)	10,139,461	10,139,461
Electricity (kWh)	13,371,754	45,626,324
	TOTAL[1]	**63,951,884**

Source: Air Quality and Greenhouse Gas Technical Report (HELIX 2021b)
[1] The total presented is the sum of the unrounded values.
kBtu = kilo-British thermal units

The Project would minimize use of natural gas through the use of instantaneous electric water heaters for domestic hot water and limiting the use of natural gas to food and beverage buildings, the fitness center, and overhead gas-fired heaters. Efficient HVAC and VRF systems would be used for space cooling and heating rather than a central plant. Furthermore, the Project would install PV panels throughout the site on carports and rooftops (residences, fitness center, conference center, and office buildings). PV substations with battery storage banks would also be provided. The Project would include fully operable electric vehicle charging stations for 50 percent of all parking spaces and LED light fixtures would be installed throughout the site. As such, the Project would include practices that would require the efficient use of electricity and would therefore not result in wasteful, inefficient, or unnecessary use of electricity.

Vehicle Fuels

Operation of the Project would generate vehicle trips to and from the Project site that would require the use of vehicle fuels. Based on the Project's proposed uses, the primary vehicle fuel consumed would be gasoline for light-duty vehicles. Vehicle fuel consumption would be directly related to the VMT generated by the Project. The Vehicle Miles Traveled Study estimates future project residents to be 2,036 (LLG 2021b). An estimate of the employees and customers visiting the site each day can be calculated from the Project trip generation. According to the Air Quality and Greenhouse Gas Emissions Technical Report, the service population would be 2,036 residents plus 4,689 employees and visitors/ customers for a total of 6,725 (HELIX 2021b). Therefore, the Project is estimated to consume approximately 55,076 gallons of gasoline per year.

As discussed in Section 4.5, *Transportation and Traffic*, the Project's mitigated VMT reduction would exceed the Project's 6.68 percent VMT impact and is therefore considered sufficient to reduce the Project's residential VMT impact to less than significant. Project VMT per employee for the proposed hotel and retail uses would be less than 85 percent of the regional average. As discussed in further detail in Section 4.5, the Project would serve to effectively minimize VMT for the population that would occupy the proposed uses through mitigation and providing allocated parking and charging stations for electric vehicles, which would reduce vehicle fuel consumption. As such, the Project would allow for vehicle fuel use less than typical demand and would not result in wasteful, inefficient, or unnecessary use of electricity.

Water-related Energy

The Project is anticipated to result in an increased demand for water at the Project site compared to the existing undeveloped site. Water consumption would require treatment and transport of potable water, which requires energy. Water is provided to the Project site by the City. A water analysis was completed for the Project, which concluded that the resort/commercial component of the project would require 80,055 gallons of water per day and the residential component would require 140,000 gallons of water per day (Dexter Wilson 2020). The Project sewer analysis concluded that the resort/commercial component of the project would generate 55,300 gallons of wastewater per day and the residential component would generate 98,000 gallons of wastewater per day (Dexter Wilson 2021).

The Project would implement measures to reduce water use, thus reducing water-related energy demand. The Project would include efficient building equipment to reduce water consumption at all fixtures (e.g., urinals, toilets, and faucets). For outdoor water use conservation, the proposed landscape plan includes the use of drought tolerant plant species. Furthermore, the Project would provide connection(s) for recycled water integration into the City's recycled water network when available,

thereby transferring Project gray water into the City treatment system and minimizing on-site future use of potable water by allowing receipt of recycled rather than potable water for irrigation. These reductions in water usage would correspondingly reduce energy demand for water treatment and transport. As such, operation of the Project would reduce water use compared to typical demand and would not result in wasteful, inefficient, or unnecessary consumption of energy required for water treatment or transport. Impacts associated with operational energy use would be less than significant.

Consistency with Applicable Energy Plans

The proposed Project would be subject to the current Title 24 Building Energy Efficiency Standards, which include requirements for energy use reduction by establishing minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building installation and roofing, and lighting. The Project would install sufficient on-site solar electricity panels to generate 50 percent of the Project's estimated electricity consumption and meet or exceed the current Title 24 requirements for residential solar power. The Project would also be required to install electric vehicle charging stations and implement a Transportation Demand Management plan, in accordance with Section 3047 of the City's Zoning Ordinance. Furthermore, the Project would incorporate sustainable design features to reduce energy consumption and conserve natural resources.

As discussed in further detail in Section 5.1, *Effects Adequately Analyzed in the Pavilion FEIR*, the Project would also be consistent with City plans and policies aimed at reducing GHG emissions which, by association, contain energy use reduction measures. Such plans include the City CAP and Transportation Demand Management plan. As such, the Project would result in less than significant impacts with respect to conflicts with or obstruction of a state or local plan for renewable energy or energy efficiency.

5.2.2 Population and Housing

Approximately 36 acres of the site would be dedicated to multi-family residential, which would result in direct population and housing growth. Consistent with the current Community Commercial land use designation and zoning, the Project's development potential is capped at the maximum allowable density of 29 du/ac with a total of 700 dwelling units. Thus, the introduction of multi-family residential is within the planning parameters and would not result in unplanned growth.

Additionally, the approximately 472,850 SF of resort, commercial and conference facilities would potentially indirectly induce growth as people move to Oceanside for employment. In relation to the Pavilion FEIR, the commercial development intensity would be a reduction in the approved 950,000 SF of shopping center uses. Moreover, as with the proposed multi-family residential, the proposed commercial uses are consistent with the Project site's General Plan land use designation and zoning. Therefore, any additional population growth associated with the non-residential portion of the Project would not be unplanned.

The proposed Project would occur on a vacant lot that was formerly used as a drive-in movie theater and swap meet; as such, there will be no loss of housing units that would displace substantial numbers of existing housing or substantial numbers or people, necessitating the construction of replacement housing elsewhere.

Based on these considerations, although growth within the City may occur due to the proposed Project, it would not result in unplanned growth that is not envisioned or adverse physical changes in relation to

population and housing beyond the level assumed in the Pavilion FEIR. Therefore, impacts to population and housing would be less than significant and consistent with the Pavilion FEIR.

5.2.3 Recreation

As described above, implementation of the Project may result in population growth within the City; however, it would not result in adverse physical changes beyond the level assumed in the Pavilion FEIR. The Project would include the construction of a maximum of 700 dwelling units with an average density of 25.5 du/ac, which is below the maximum allowable density of 29 du/ac. The Project has also been designed in consideration of the existing development standards approved as part of the Pavilion FEIR, which was determined to have a less than significant impact related to recreational facilities. The Project would further balance the recreational needs of the potential population increase by incorporating recreational space into the Project design. The Project involves the designation of approximately 20 acres of open space within the site, offering opportunities for both passive and active recreational activities such as walking, hiking, running, and biking. The Project would also provide a number of parks linked by a series of trails to create an open space network of play areas, with recreational opportunities for all ages. The proposed recreational amenities are included as Project components, and therefore the potential physical effects result from the construction of such recreational facilities are analyzed in the entirety of this SEIR. Construction of the recreational facilities would not result in impacts greater than those evaluated in this SEIR or the Pavilion FEIR. Therefore, impacts related to recreation would be less than significant.

5.2.4 Wildfire

Per the Pavilion FEIR, the Project would not result in significant impacts related to emergency response plans or wildland fires. According to the Very High Fire Hazard Severity Zones in Local Responsibility Area (LRA) map prepared by the California Department of Forestry and Fire Protection (CAL FIRE) for the City of Oceanside, the majority of the Project site is located within a Very High Fire Hazard Severity Zone (VHFHSZ; CAL FIRE 2009). However, the majority of the City, including much of the area surrounding the Project site, is developed urban land classified as a Non-VHFHSZ. Implementation of the proposed Project would not increase the risk of wildland fire at the site, and would not result in impacts related to wildfire beyond those evaluated in the Pavilion FEIR. In 2017, the City adopted the City of Oceanside Emergency Operations Plan, which was designed to provide the framework for responding to any type of emergency of disaster that might impact the City. The City's Emergency Operations Plan is not a document that provides step-by-step details for responding to specific emergencies, but rather provides a flexible response system based upon planning, training, and selection of City personnel to staff the various emergency response positions (City 2016). Therefore, implementation of the Project would not interfere with the City's Emergency Operations Plan.

All Project structures would be constructed in compliance with the applicable CBC regulations and would include installation of standard fire safety features. Project utilities would uniformly tie-in to existing facilities, and does not propose off-site improvements that could exacerbate wildfire risk. The Project would not result in impacts related to wildland fire greater than those evaluated in the Pavilion FEIR. Therefore, impacts would be less than significant.

6.0 CUMULATIVE IMPACTS

CEQA requires that EIRs discuss cumulative impacts, in addition to project impacts. According to Section 15355 of the State CEQA Guidelines:

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

Section 15130(a) of the CEQA Guidelines requires that EIRs discuss the cumulative impacts of a project when the project's incremental effect is cumulatively considerable. According to Section 15065(a)(3) of the CEQA Guidelines, "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. In accordance with Section 15130(b) of the CEQA Guidelines, the discussion of cumulative impacts must reflect the severity of the impacts and the likelihood of their occurrence; however, this discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone. Further, the discussion of cumulative impacts is guided by the standards of practicality and reasonableness. The CEQA Guidelines allow for a project's contribution to be rendered less than cumulatively considerable with implementation of mitigation measure(s) designed to alleviate the cumulative impacts.

The geographic scope of the cumulative impact analysis varies depending upon the specific environmental topic being analyzed. In accordance with CEQA Guidelines Section 15130(b)(3), Table 4-1, *Geographic Scope of Cumulative Analyses*, summarizes the geographic area within which past, present, and reasonably foreseeable future projects may contribute to a specific cumulative impact.

CEQA Guidelines Section 15130(b)(1) indicates the following approaches for identifying cumulative projects:

- A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
- A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.

In determining the present and probable future projects to include in the cumulative impact analysis, the following guidance is provided by the *Communities for a Better Environment v. California Resources Agency* (2002) [103 Cal. App. 4th, 98]. Probable projects include those which: (1) have an application on file at the time the NOP is released; (2) are included in an adopted capital improvement program,

general plan, RTP, or similar plan; (3) are included in a summary of projections of projects (or development areas designated) in a general plan or similar plan; (4) are anticipated as later phases of approved projects; and/or (5) are included in money budgeted by public agencies.

Both the Pavilion FEIR and this SEIR use the "list" approach. The list of cumulative projects analyzed herein is based on the projects provided in the LTS that was generated in consultation with City staff to identify relevant, pending cumulative projects in the study area that could be constructed in the Project vicinity (refer to Chapter 6.0 of Appendix D to this SEIR).

6.1 AESTHETICS

The Project site does not include elements or support physical features that are visually significant. There are no scenic vistas within or surrounding the Project area and the site does not support scenic resources. The Project has been designed to be consistent with the General Plan and zoning and would not conflict with regulations governing scenic quality. Lastly, the Project design includes features to reduce impacts from the introduction of new sources of light and commercial structures would not be constructed with glare producing materials. The proposed Project would have slightly different aesthetic impacts in relation to the prior project as proposed in the Pavilion FEIR. Primarily these differences are attributed to the reduction in density, the introduction of the residential land uses, and the preservation of the 20 acres of open space, including the 4-acre stepping-stone corridor along the eastern property boundary. However, as determined in the Pavilion FEIR, aesthetic impacts would be less than significant.

Past, present, and reasonably foreseeable future projects identified in Chapter 6.0 of the Local Transportation Study that are located in the vicinity of the proposed Project may result in significant impacts on aesthetics that would be cumulatively considerable. Degradation of a scenic vista may occur, depending on siting and locations of individual projects. Taken together, the baseline cumulative impact is considered potentially significant. However, the proposed Project is not located within an area designated as a scenic vista and would not obstruct scenic resources. Therefore, it would not result in a cumulatively considerable contribution to impacts associated with degradation of scenic vistas.

As described in Section 4.1, the proposed Project would not impact scenic resources, including tree, rocks, rock outcroppings, or historic buildings within a state scenic highway. The nearest state-designated scenic highway is SR 52, approximately 32 miles southeast of the Project site. Given the distance from the Project site, none of the projects included in the cumulative analysis have the potential to affect resources within a scenic highway. Therefore, the proposed Project would not result in a cumulatively considerable contribution to impacts associated with state scenic highways.

The Project would be consistent with the visual character and scale of surrounding developments. Past, present, and reasonably foreseeable future projects within the cumulative study area would be required to comply with applicable zoning and other regulations governing scenic quality. The Project would not result in a cumulatively considerable contribution to impacts in relation to community character or conflict with zoning and other regulations governing scenic quality.

Finally, the Project site is in an urban area that has a degree of existing light pollution emanating from, among other things, structures, vehicles, roadways, and parking lots. The proposed Project would introduce new sources of light associated with the new buildings, roadways, and safety lighting. However, as with the cumulative projects in the study area, the Project would be subject to the applicable lighting policies and standards set forth by the City's Light Pollution Regulations. Collectively,

adherence to these regulations reduces cumulative light impacts through measures such as shielding and restrictions on light fixture intensity. Thus, the cumulative impact associated with new sources of substantial light and glare would be less than significant.

6.2 LAND USE

Land use impacts occur when a project would either physically divide a community and/or be found to be inconsistent with applicable plan, policy, or regulation. The proposed Project serves to further (rather than conflict with) many of the goals and policies of the Oceanside General Plan through utilizing smart growth principles, providing a variety of housing opportunities, some of which would be appropriate for affordable housing, siting commercial and high density residential along a major transportation corridor, and incorporating sustainable design features. The Project would require mitigation to reduce transportation and VMT impacts; however, with those measures the Project is consistent with the City's General Plan Circulation Element. The Project is also consistent with the City's Comprehensive Zoning Ordinance and the Oceanside ALUCP. The Project would require noise mitigation with barriers for the outdoor use areas and an exterior to interior analysis to be consistent with the Noise Element of the City's General Plan, precluding both a land use and a noise impact. As demonstrated in Section 4.2, all impacts would be reduced to below a level of significance with the incorporation of mitigation measures.

In relation to the prior project considered in the Pavilion FEIR, the proposed Project would have similar albeit slightly varied land use impacts. Both projects require mitigation to achieve consistency with the City's General Plan Circulation Element. Past, present, and reasonably foreseeable future cumulative projects may result in significant cumulative impacts to land use and planning. Development of the proposed Project, in conjunction with other cumulative projects proposed for development in the City, would occur within the context of a developed urban environment. The Project would not introduce barriers that would serve to divide a physically established community, such as a new linear project that would sever established land use patterns in the Project area. Therefore, when considering the growth associated with the cumulative City projects combined with the proposed Project, no cumulative impacts would occur relative to physically dividing a community.

It is anticipated that development within the City would result in changes to the existing land use environment in the Project area through the conversion of vacant land or low-density uses to higher-density uses, or through conversions of existing land use, such as residential to commercial or mixed-use. Such future development would be required to be consistent with the same local land use plans, ordinances, and regulations that apply to the Project, including the General Plan, relevant Oceanside Municipal Code regulations, the Subarea Plan, the Oceanside Municipal ALUCP, and other applicable planning documents addressing development within the City. These planning and regulatory documents would ensure that the cumulative development projects would comply with zoning, density, development standards, design review, and, when applicable, conduct subsequent CEQA analysis to mitigate potential impacts. Therefore, implementation of the proposed Project would not result in a cumulatively considerable contribution to an identified cumulative impact on land use and planning.

6.3 NOISE

The geographic context for the analysis of cumulative noise impacts varies based on the type of noise impact being analyzed. Because noise is localized, the geographic scope of cumulative impact analysis for noise is the immediate vicinity of the proposed Project. As with cumulative projects, the proposed

Project would be required to comply with applicable local regulations for noise. For a project to result in a cumulative noise impact, two projects would need to be constructed simultaneously and be located in close physical proximity to a NSLU for the noise levels to compound. Project-generated traffic would not result in a significant increase in noise levels at existing off-site residential NSLUs located along roadways in the vicinity of the Project site. As noted earlier, the proposed Project would incorporate mitigation measures that would ensure that the noise level limit does not exceed established construction or operational noise limits. Therefore, while there is a potential for a cumulative noise impact to result if two or more projects are constructed at the same time and in close proximity to a NSLU, the proposed Project's contribution to that impact would not be cumulatively considerable.

6.4 PUBLIC SERVICES

The proposed Project does not include the construction of any fire protection, police protection, school, park, or library facilities. The proposed Project would not require new or physically expanded public facilities to maintain performance objectives for fire protection, police protection, school, park, or library services. The proposed Project would have slightly different public services impacts in relation to the prior project evaluated in the Pavilion FEIR. These impacts are primarily attributed to the introduction of the residential land uses. Past, present, and reasonably foreseeable future projects may result in significant cumulative impacts to public services in the City. However, implementation of the proposed Project would not adversely affect public services or require the provision of additional governmental facilities. Therefore, implementation of the proposed Project would not make a cumulatively considerable contribution to public services in the City.

6.5 TRAFFIC

The geographic scope for the transportation and traffic cumulative impact analysis is the greater Oceanside area. Past, present, and reasonably foreseeable future projects located in the vicinity of the proposed Project may generate traffic and result in significant cumulative impacts on transportation and traffic. Per City's significance thresholds and the analysis methodology described in Section 4.5, *Transportation and Traffic*, the addition of Project and cumulative traffic would result in significant transportation impacts. The VMT per capita for the proposed residential use is greater than 85 percent of the regional average, with the Project exceeding the significance threshold by 6.68 percent. However, upon implementation of mitigation, the Project would not result in significant impacts. The Project's VMT reduction associated with mitigation is calculated to be 11.7 percent. This mitigation exceeds the project's 6.68 percent VMT impact. Therefore, implementation of the Project would not result in a cumulatively considerable contribution to an identified cumulative impact on transportation and traffic.

6.6 UTILITIES

Past, present, and reasonably foreseeable future projects located in the vicinity of the proposed Project could result in significant cumulative impacts on utilities and service systems. However, the proposed Project would not require the construction or expansion of utilities or service systems that would result in significant impacts related to utilities or service systems. Therefore, implementation of the proposed Project would not make a cumulatively considerable contribution to any identified cumulative impact related to utilities and service systems in the City.

7.0 OTHER CEQA-MANDATED SECTIONS

Section 15126 of the CEQA Guidelines requires that all phases of a project be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. As part of this analysis, the EIR must identify the following three components, which are addressed in this chapter:

- Growth-inducing impacts of the proposed Project (addressed in Section 7.1);
- Significant environmental effects that cannot be avoided if the proposed Project is implemented (addressed in Section 7.2); and
- Significant irreversible environmental effects that would be involved in the proposed Project should it be implemented (addressed in Section 7.3).

7.1 GROWTH INDUCEMENT

Growth-inducing impacts refer to the ways in which a proposed project may directly or indirectly influence or foster economic development, population growth, or the construction of additional housing in the Project area, as well as its impacts to the surrounding environment (CEQA Guidelines Section 15126.2[e]). Growth can be induced in a number of ways, including the elimination of obstacles to growth, or through the stimulation of economic activity within the region. The discussion of removing obstacles to growth relates directly to the removal of infrastructure limitations or regulatory constraints that could result in growth unforeseen at the time of project approval. According 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."

Growth-inducing impacts are caused by those characteristics of a project that foster or encourage population and/or economic growth, such as new housing or creation of a new job center. The timing, magnitude, and location of land development and population growth in a community or region are based on various interrelated land use and economic variables. Key variables include regional economic trends, market demand for residential and nonresidential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and regulatory policies or conditions.

7.1.1 Short-term Effects

During Project construction, demand for various construction trade skills and labor would increase. It is anticipated that this demand would be met by the local labor force and would not require importation of a substantial number of workers that could cause an increased demand for temporary or permanent housing in this area.

7.1.2 Long-term Effects

The Project would contribute to long-term growth through the development of up to 700 housing units and the provision of 472,850 SF of resort, commercial, and conference facilities. The Project would create additional part-time and full-time employment. The labor pool in the Project area is likely adequate to fulfill the new employment positions, and the importation of a specialized workforce would

likely not be required. Yet, there is the potential that some positions may require the relocation of new workers to the area, and thus induce growth.

The proposed residential uses would accommodate regional growth projected for the Project area and would be consistent with SANDAG's Regional Housing Needs Assessment, which indicates a need for an additional 5,443 units in the City of Oceanside (SANDAG 2020). Because the Project proposes to provide new housing, it would not put pressure on the local housing supply or increase demand for additional housing. Moreover, the Project would not alter the overall allowable density at the Project site, thus while the Project may induce growth it would not exceed the growth assumptions of the City as presented in local and regional plans such as the General Plan or SANDAG's Regional Transportation Plan/Sustainable Communities Strategy, that are developed based on planning periods that span multiple years.

Further, under typical conditions, extension of utility lines (e.g., water, sewer) or other infrastructure or services (e.g., police and fire protection services) may potentially induce growth, as such improvements may allow not only the development responsible for expanding the infrastructure but also accommodate future development. However, in the case of this Project, the surrounding area is already developed with residential and commercial land uses that are served by existing infrastructure and public services. Therefore, the proposed improvements would not result in the extension of existing infrastructure or the construction of new infrastructure facilities in the Project vicinity such that additional growth would be spurred. Therefore, the proposed Project is not anticipated to induce growth due to new infrastructure or services.

As a result, implementation of the Project would not substantially induce population growth, and impacts would be less than significant.

7.2 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Pursuant to Section 15126.2(c) of the CEQA Guidelines, this section identifies significant impacts that would not be avoided, even with the implementation of feasible mitigation measures. Chapter 4.0 of this SEIR provides a comprehensive identification of the proposed Project's potentially significant adverse environmental effects and any necessary mitigation measures, as well as the level of significance both before and after mitigation. Implementation of the Project would result in new significant impacts to Noise and Transportation and Traffic. Each of these impacts would be reduced to below a level of significance through mitigation measures NOI-1, NOI-2, and TRA-1 identified in Sections 4.3 and 4.5, respectively. This SEIR has not identified any impacts that would be significant and unavoidable. The final determination of significance of impacts and of the feasibility of mitigation measures will be made by the City as part of the SEIR certification.

7.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(d) of the CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by the proposed Project. Specifically, Section 15126.2(d) states:

> Uses of nonrenewable resources during the initial and continued phases of a project maybe irreversible since a large commitment of such resources makes removal or non-use thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as access improvements

that provide access to a previously inaccessible area) generally commit future generations to similar uses. Additionally, 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.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project involves uses in which irreversible damage would result from any potential environmental accidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Resources that would be permanently and continually consumed by construction and operation of the Project include water, electricity, natural gas, fossil fuels, timber, metal, and other construction materials; however, the amount and rate of consumption of these resources would not result in a large commitment of these resources or the unnecessary, inefficient, or wasteful use of resources. The use of natural resources in the form of construction materials and energy resources would not have a substantial, measurable effect on the availability of such resources, including nonrenewable resources, such as fossil fuels (including fuel oil), natural gas, and gasoline for automobiles and construction equipment. As described in Section 5.2.1, limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. The Project would incorporate construction practice requirements, such as using fuel-efficient equipment, carpooling, and larger capacity trucks, to reduce diesel or gasoline. Sustainable elements that would be incorporated into Project construction include use of recycled materials to the maximum extent feasible and transport of unused materials that can be recycled to appropriate recycling facilities. Recycling and/or salvage is required for reuse of a minimum of 65 percent of non-hazardous construction and demolition waste, in accordance with the Project Waste Management Plan.

With respect to operational activities, the proposed Project would be required to conform to applicable building codes such as the California Green Building Standards Code (CALGreen). CALGreen compliance reduces a building operation's energy volume (i.e., the amount of energy required for operation) that is produced by non-renewable energy resources, thereby reducing demands on nonrenewable fossil fuels. The Project would be subject to the Energy Independence and Security Act of 2007, which, contains provisions designed to increase energy efficiency and availability of renewable energy. The Project also would be subject to California Energy Code, or Title 24, which contains measures to reduce natural gas and electrical demand, thus requiring less non-renewable energy resources. The suite of sustainable design elements to be implemented during operation ranges from drought tolerant landscaping, reliance on solar energy, pre-planning to allow for use of reclaimed water when available, use of low flow lavatories, infrastructure required for electric car charging, and recycling. Assuming compliance with all applicable building codes and green building practices, the Project would ensure that natural resources are conserved to the maximum extent practicable.

Overall, long-term irreversible environmental changes resulting from Project implementation would include an increase in local and regional traffic and associated air pollutant and GHG emissions, noise level increases, and an increase in the volume of solid waste and/or wastewater generated in the area. Additionally, the Project would irretrievably commit building materials and energy to the construction and maintenance of the proposed buildings and infrastructure. Determining whether the proposed Project may result in significant irreversible environmental changes requires a determination of whether key non-renewable resources would be degraded or destroyed in such a way that there would be little possibility of restoring them. As stated in Appendix F of the CEQA Guidelines, an EIR need not contain a separate section on energy use if the items required by Appendix F are covered throughout the various parts of the EIR. Natural resources in the form of construction materials and energy resources would be used in the construction of the proposed Project, but development of the Project site as proposed would have no measurable adverse effect on the availability of such resources, including resources that may be non-renewable (e.g., fossil fuels). Construction and operation of the proposed Project would not involve the use of large sums or sources of non-renewable energy.

Thus, the Project would avoid the inefficient, wasteful, and unnecessary consumption of energy during Project construction, operation, maintenance, and/or removal. With mandatory compliance to the energy efficiency regulations identified above, the Project would not involve the use of large sums or sources of non-renewable energy.

The CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by an accident associated with the Project. Section 5.1.7, *Hazards and Hazardous Materials,* notes that the Project could include activities associated with hazardous materials during construction and/or operation of the Project. The Project would adhere to existing mandatory federal, state, and local regulations controlling hazardous materials to ensure that long-term health and safety impacts associated with on-site hazardous materials over the long-term operation of the project are consistent with the impacts addressed in the Pavilion FEIR. Accordingly, the Project is unlikely to result in an accident that would result in irreversible environmental damage and impacts would be less than significant.

8.0 ALTERNATIVES

This chapter describes and analyzes a range of reasonable alternatives that could feasibly attain most of the basic Project objectives while avoiding or substantially lessening one or more of the significant effects of the proposed Project. The primary purpose of this chapter is to provide a comparative analysis with enough detail to foster informed decision making and public participation in the environmental review process.

Section 15126.6(a) of the CEQA Guidelines requires an EIR to analyze a range of project alternatives that would "feasibly attain most of the basic project objectives of the project but which would avoid or substantially lessen any of the significant effects of the project." Alternatives analysis must include a comparative evaluation of a "No Project Alternative," which assumes that none of the proposed project's features would be constructed or implemented and that the site would continue to exist and operate as it does in its current condition. The factors considered when addressing the feasibility of other potential alternatives include site suitability, economic viability, availability of infrastructure, general plan consistency, and whether access to an alternative site can be reasonably acquired or controlled (CEQA Guidelines Section 15126.6(f)(1)). Alternative locations may be analyzed if the lead agency determines that implementation of a project on an off-site location is possible. The decision to select alternative locations needs to be based on whether off-site locations would avoid or substantially reduce any of the significant effects of the proposed project. The lead agency may also make the determination that no feasible alternative locations exist, and the reasoning must be disclosed in the alternatives analysis.

Two alternatives to the proposed Project are analyzed in this chapter and discussed in terms of their merits relative to the proposed Project. A discussion of each alternative is provided below and includes the following:

Alternative 1 – No Project - Pavilion Reduced Project/Draft Subarea Plan Alternative

Alternative 2 – Reduced Project

In accordance with CEQA Guidelines Section 15126.6(a), the proposed project alternatives are assessed relative to their ability to: (1) meet the basic objectives of the proposed project; and (2) avoid or substantially lessen the significant effects of the proposed project. As described in SEIR subsection 2.1, *Project Objectives*, the following are the primary Project objectives:

1. Provide for the reuse and redevelopment of the proposed Project site into a vibrant and active infill mixed use community in a single locale.

2. Create a unique mixed-use Project including hotel with retail, commercial and recreational uses, as well as residential uses to serve Oceanside residents, persons visiting Oceanside, and users from surrounding communities.

3. Provide for a mix of land uses that promotes the City's vision for smart growth by reducing vehicle miles traveled and contributing to improved jobs-housing balance in the area.

4. Address the City's housing supply needs by providing approximately 700 additional housing units within the City, and allow for a broader range of housing through provision of multi-family units, to support City provision of housing supporting a variety of life stages/market rates.

5. Provide a resort that will draw visitors to the City and contribute to the City's General Fund through Transit Occupancy Tax.

6. Promote efficient use of land by developing a previously disturbed, infill property with a mixed-use development that incorporates energy efficient and sustainable features in an area currently served by existing utility infrastructure.

7. Implement the General Plan's economic goals and principles by enhancing the economic vitality of the City of Oceanside by providing additional revenues from this site through increased property taxes and sales taxes, increasing the City's opportunity to recapture citizens' sales tax expenditures.

8. Implement the General Plan by creating additional employment opportunities, including temporary construction-related employment and permanent retail, office and property management-related employment, that will also contribute towards the City's achievement of a jobs/housing balance.

The alternatives should also avoid or substantially lessen one or more significant environmental impacts that would occur under the proposed Project. As this is a supplemental EIR, only impacts identified as greater than those identified in the Pavilion FEIR are considered new significant environmental impacts of the proposed Project. Table 8-1, *Summary of Impacts of the Proposed Project*, summarizes the potential environmental impacts of the proposed Project. As shown, the Project impacts related to aesthetics, public services, and utilities and service systems were assessed as less than significant; however, significant impacts related to land use, noise, and transportation would occur as a result of the proposed Project. Specifically, the proposed residential units may experience significant exterior and interior noise levels that would interfere with the Noise Element of the City's General Plan, resulting in both a land use and a noise impact. The addition of residential units may result in a significant residential VMT impact that could interfere with the Circulation Element of the City's General Plan. As demonstrated in Chapter 4.0, all impacts would be reduced to below a level of significance with the incorporation of mitigation measures.

All other environmental topics were concluded to result in similar impacts to those evaluated in the Pavilion FEIR (refer to Section 5.1 of this SEIR) or were determined to have less than significant or no impact (refer to Section 5.2 of this SEIR). As such, this analysis focuses on impacts related to noise and transportation and traffic. Additionally, issues discussed in SEIR Section 5.2 are not carried forward into this alternatives analysis because it was determined that they would also result in less than significant impacts on the environment.

Table 8-1
SUMMARY OF IMPACTS OF THE PROPOSED PROJECT

Environmental Topic/Issue	Significant and Unavoidable	Less than Significant with Mitigation	Less than Significant or No Impacts
Aesthetics (SEIR Section 4.1)			
Issue 1: Scenic Vistas			X
Issue 2: Scenic Resources within a Scenic Highway			X
Issue 3: Conflict with Scenic Quality Regulations			X
Issue 4: Light or Glare			X
Land Use (SEIR Section 4.2)			
Issue 1: Physical Division of a Community			X
Issue 2: Compliance with Applicable Land Use Plans, Policies, or Regulations			X
Noise (SEIR Section 4.3)			
Issue 1: Noise Exposure		**X**	
Issue 2: Vibration			X
Public Services (SEIR Section 4.4)			
Issue 1: Fire Protection			X
Issue 2: Police Protection			X
Issue 3: Schools			X
Issue 4: Parks			X
Issue 5: Other Public Facilities			X
Transportation and Traffic (SEIR Section 4.5)			
Issue 1: Compliance with Applicable Circulation Plans			X
Issue 2: Vehicle Miles Traveled		**X**	
Issue 3: Hazardous Design Features			X
Issue 4: Inadequate Emergency Access			X
Utilities and Service Systems (SEIR Section 4.6)			
Issue 1: New or Expanded Facilities			X
Issue 2: Water Supplies			X
Issue 3: Wastewater Treatment			X
Issue 4: Solid Waste			X
Issue 5: Solid Waste Regulations			X

8.1 ALTERNATIVES CONSIDERED BUT REJECTED

Section 15126.6(c) of the CEQA Guidelines requires that an EIR identify alternatives that were considered and rejected as infeasible and briefly explain the reasons for their rejection. Alternatives considered but rejected from further study for the proposed Project is limited to the Project Location Alternative.

8.1.1 Project Location Alternative

The CEQA Guidelines provide that off-site alternatives should be considered if development of another site is feasible and would reduce or avoid the significant impacts of the proposed Project. Factors that need to be considered when identifying an off-site alternative include the size of the site, the General

Plan land use designation (or other applicable planning document), and the ability to meet the Project objectives.

The proposed Project is located on the same lot evaluated as the prior project evaluated in the Pavilion FEIR. The proposed Project involves the construction of a mixed-use development consisting of commercial (including resort), residential, and recreational uses on a currently vacant 94.25-acre lot. A significant residential VMT per capita impact is identified for the Project. This impact is due to the location of the Project, and the distance that residents would be expected to drive to reach various destinations including work and school. Moving the Project, specifically the residential component of the Project, to a more VMT efficient location, such as near a transit center, a Transit Priority Area (TPA), or smart growth area, could potentially result in a less than significant VMT per capita impact.

There are no known locations in the vicinity of the proposed Project that could accommodate the mixed-use nature and size of the proposed Project. Additionally, demolition and grading has already been completed at the site, resulting in ground disturbance impacts on the 94.25-acre lot consistent with the impacts analyzed in, and mitigated per, the Pavilion FEIR. Obtaining, entitling, grading, and constructing another lot would be economically infeasible and would likely result in greater impacts related to ground disturbing activities. Therefore, the proposed Project cannot feasibly be completed at another location.

The construction of new residential, resort, and commercial uses is part of the City's ongoing implementation of the General Plan to support the population of Oceanside. Specifically, the proposed Project Objective 4 identifies the need to increase the City's housing supply by providing approximately 700 additional housing units. Objectives 7 and 8 address fulfillment of the City's General Plan through the creation of employment opportunities and providing additional revenues through property taxes and sales taxes. Additionally, Objectives 1 and 6 explicitly call for the reuse and redevelopment of the currently vacant, previously-disturbed proposed Project site into a vibrant and active infill mixed-use community within a single locale, which could not be accomplished by constructing the proposed Project at another site in the area. Therefore, this alternative was rejected from further consideration because it could not feasibly achieve most of the basic Project objectives.

8.2 ALTERNATIVES ANALYZED

8.2.1 Alternative 1: No Project – Pavilion Reduced Project/Draft Subarea Plan Alternative

Section 15126.6(e) of the CEQA Guidelines provides that a "no project" alternative shall be analyzed in an EIR. The "no project" analysis shall discuss the existing conditions at the time the NOP is published, as well as what would be reasonably expected to occur in the foreseeable future if the proposed Project were not approved, based on current plans and consistent with available infrastructure and community services. Because the proposed Project is a development project, the following requirement from Section 15126.6(e)(3)(B) of the CEQA Guidelines is applicable:

> *If the project is…a development project on an identifiable property, the no project alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects that would occur if the project were approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other*

project, this no project consequence should be discussed. In certain instances, the no project alternative means no build wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.

As grading and demolition of the Project site has already occurred pursuant to the Pavilion FEIR, implementation of the No Project Alternative would likely result in the Project site being developed per its previously entitled uses. Under the Pavilion Reduced Project/Draft Subarea Plan Alternative, the Applicant would implement the Pavilion Reduced Project/Draft Subarea Plan Alternative approved by the City consistent with the Pavilion FEIR. That alternative consisted of a 950,000-SF shopping center with a variety of retail uses, including shops, a movie theater, a health club, and restaurants. Approximately 4 acres of undeveloped space along the eastern site boundary were proposed to be revegetated to serve as a functioning habitat corridor. The Pavilion Reduced Project/Draft Subarea Plan Alternative proposed 463,900 SF more than the 486,100 SF of resort, commercial, and conference facilities proposed under the proposed Project, resulting in a higher commercial density. The prior project did not include the construction of residential units, a resort, or recreational space. The prior project also included approximately half as much landscaping space as what is proposed under the proposed Project.

The proposed Project has been evaluated in comparison to the impacts of this alternative throughout this SEIR. For the purposes of this Alternatives discussion, the conclusions of this comparative impact analysis are summarized below.

8.2.2 Alternative 2: Reduced Project

In an effort to reduce the significant residential VMT impact of the proposed Project, a Reduced Project Alternative is proposed. This alternative would include a 150-room resort hotel; approximately 126,000 SF of retail/commercial uses; a wave lagoon; and 600 multi-family residential units.

8.3 ANALYSIS OF ALTERNATIVES

This section discusses the proposed Project alternatives and determines whether they would avoid or substantially reduce any of the significant impacts of the proposed Project. This section also identifies additional impacts resulting from the alternatives that would not result from the proposed Project (if applicable) and considers the alternatives' respective relationships to the proposed Project objectives. A summary comparison of the significant impacts of the proposed Project and the alternatives under consideration is included as Table 8-2, *Comparison of Project and Alternatives Impacts*.

Table 8-2
COMPARISON OF PROJECT AND ALTERNATIVES IMPACTS

Environmental Topic	Proposed Project	No Project -Pavilion Reduced Project/ Draft Subarea Plan Alternative	Reduced Project Alternative
Noise and Vibration	SM	SM-	SM-
Transportation and Traffic	SM	SM	SM-

SM = significant but mitigable impacts; SU = significant and unmitigated impacts; N = no significant impacts; - = reduced impact level(s) relative to the Project; + = increased impact level(s) relative to the Project

8.3.1 Alternative 1: No Project – Pavilion Reduced Project/Draft Subarea Plan Alternative

Noise and Vibration

Given the construction equipment expected to be used and the duration of construction activities would be similar to the proposed Project, the construction noise associated with this alternative is expected to be similar to the proposed Project. During operation of the Pavilion Reduced Project/Draft Subarea Plan Alternative, noise would primarily be generated by HVAC systems, loading docks, and traffic generated. As determined in the Pavilion FEIR, this alternative would not generate significant operational noise impacts. Unlike the proposed Project, this alternative does not include the construction of residential units, which may experience significant exterior and interior noise level impacts with the proposed Project. Therefore, this alternative would avoid residential noise impacts, resulting in less operational noise impacts than the proposed Project.

Transportation and Traffic

Implementation of the Pavilion Reduced Project/Draft Subarea Plan Alternative involves the construction of 950,000 SF shopping center on a currently vacant lot. No residential component was included in this alternative. The Pavilion FEIR evaluated potential transportation impacts of this alternative; however, the Pavilion FEIR completed the transportation analysis using LOS only. Therefore, to provide a comparison to the proposed Project, LLG evaluated the potential VMT generation of the Pavilion Reduced Project/Draft Subarea Plan Alternative. A summary of ADT and VMT generated by the Pavilion Reduced Project/Draft Subarea Plan Alternative in comparison to the proposed Project is provided in Table 8-3, *Pavilion Reduced Project/Draft Subarea Plan Alternative Vehicle Miles Traveled Comparison*. The VMT Alternatives Memo is included as Appendix N to this SEIR.

Table 8-3
PAVILION REDUCED PROJECT/DRAFT SUBAREA PLAN ALTERNATIVE
VEHICLE MILES TRAVELED COMPARISON

Land Use	Quantity	ADT Trip Rate[1]	ADT Volume	VMT Average Trip Length[1]	VMT
Pavilion Reduced Project/Draft Subarea Plan Alternative[2]					
Shopping Center	950,000 SF	-	32,175	5.2	167,310
Proposed Project					
Hotel (with convention facilities/ restaurant)	300 Rooms	10/Room	3,000	7.6	22,800
Multi-Family Residential	700 Units	8/DU	5,600	7.9	44,240
Retail Center	126 KSF	80/KSF[3]	10,080	5.2	52,416
Surf Lagoon/Resort Pass Guests[4]	1 Site	-	360	7.6	2,736
		Proposed Project Total	**19,040**	**-**	**122,192**

Source: LLG 2021c
Notes:
ADT = Average Daily Trips; VMT = Vehicle Miles Traveled; KSF = Thousand Square Feet
[1] Trip rates and average trip lengths based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (SANDAG 2002) except where noted.
[2] Trip Generation from the Oceanside Pavilion Traffic Impact Analysis Report (RBF Consulting, Inc. 2008).
[3] SANDAG Trip Rate for Community Shopping Centers between 125,000 SF and 400,000 SF.
[4] 120 Surf Lagoon guests and 50 Report Pass guests expected daily. Hotel trip length of 7.6 miles per ADT assumed for this use.

As shown in Table 8-3, the Pavilion Reduced Project/Draft Subarea Plan Alternative would generate 32,175 ADT and 167,310 VMT, which is approximately 40 percent higher than the ADT and VMT that would be generated by the proposed Project (LLG 2021c). Therefore, while this alternative avoids the residential VMT impact, the Pavilion Reduced Project/Draft Subarea Plan Alternative would create greater VMT impacts overall. Overall, VMT impacts would be mitigated to a less than significant level with this alternative, similar to the proposed Project.

Conclusion

Implementation of the Pavilion Reduced Project/Draft Subarea Plan Alternative would have similar impacts to those of the proposed Project. This alternative would have similar transportation impacts because although it would generate a higher VMT than the proposed Project, it would avoid the significant residential VMT impact. Additionally, this alternative would avoid the significant residential noise impact associated with the proposed Project. Overall, noise impacts would be slightly less under this alternative while transportation impacts would be similar.

Implementation of the Pavilion Reduced Project/Draft Subarea Plan Alternative would partially fulfill some of the objectives of the proposed Project. Specifically, this alternative would replace an empty lot with land uses that would enhance the economic vitality of the City (Objectives 6, 7, and 8). However, this alternative would not provide residential housing units to address the City's housing supply needs (Objective 4). The Pavilion Reduced Project/Draft Subarea Plan Alternative would only construct a shopping center, and would not create a mixed-use community that would benefit the City by providing resort and recreational uses (Objectives 1 and 2). Therefore, the Pavilion Reduced Project/Draft Subarea Plan Alternative would accomplish some of the proposed Project objectives and to a lesser degree.

8.3.2 Alternative 2: Reduced Project

Noise and Vibration

Given the construction equipment expected to be used and the duration of construction activities would be similar to the proposed Project, the construction noise associated with this alternative is expected to be similar to the proposed Project. During operation of the Reduced Project Alternative, noise would primarily be generated through the use of HVAC systems, loading docks, and Project traffic. This alternative would result in 100 fewer residential units, generating less traffic and subjecting fewer residents to potentially significant exterior and interior noise levels. Therefore, this alternative would result in slightly less operational noise impacts than the proposed Project.

Transportation and Traffic

A summary of ADT and VMT generated by the Reduced Project Alternative in comparison to the proposed Project is provided in Table 8-4, *Reduced Project Alternative Vehicle Miles Traveled Comparison*. As shown in Table 8-4, the Reduced Project Alternative would generate 16,740 ADT and 104,472 VMT, which is approximately 12 percent less than the ADT and VMT that would be generated by the proposed Project (LLG 2021c). Similar to the proposed Project, the Reduced Project Alternative would be required to mitigate transportation impacts. Although this alternative does not avoid the residential per capita VMT impact, overall fewer trips and VMT would be generated by this alternative, resulting in slightly less impacts than the proposed Project.

Table 8-4
REDUCED PROJECT ALTERNATIVE VEHICLE MILES TRAVELED COMPARISON

Land Use	Quantity	ADT Trip Rate[1]	ADT Volume	VMT Average Trip Length[1]	VMT
Reduced Project Alternative					
Hotel (with convention facilities/ restaurant)	150 Rooms	10/Room	1,500	7.6	11,400
Multi-Family Residential	600 Units	8/DU	4,800	7.9	37,920
Retail Center	126 KSF	80/KSF[3]	10,080	5.2	52,416
Surf Lagoon/Resort Pass Guests[2]	1 Site	-	360	7.6	2,736
Reduced Project Alternative Total			**16,740**	**-**	**104,472**
Proposed Project					
Hotel (with convention facilities/ restaurant)	300 Rooms	10/Room	3,000	7.6	22,800
Multi-Family Residential	700 Units	8/DU	5,600	7.9	44,240
Retail Center	126 KSF	80/KSF[3]	10,080	5.2	52,416
Surf Lagoon/Resort Pass Guests[2]	1 Site	-	360	7.6	2,736
Proposed Project Total			**19,040**	**-**	**122,192**

Source: LLG 2021c
Notes:
ADT = Average Daily Trips; VMT = Vehicle Miles Traveled; SF = square feet; KSF = Thousand Square Feet
[1] Trip rates and average trip lengths based on SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (SANDAG 2002) except where noted.
[2] 120 Surf Lagoon guests and 50 Report Pass guests expected daily. Hotel trip length of 7.6 miles per ADT assumed for this use.
[3] SANDAG Trip Rate for Community Shopping Centers between 125,000 SF and 400,000 SF.

Conclusion

Due to the reduced intensity and density of uses proposed in the Reduced Project Alternative, this alternative would result in slightly less impacts related to noise and transportation and traffic than the proposed Project. Implementation of this Alternative would fulfill most of the objectives of the proposed Project. Specifically, this alternative would replace an empty lot with land uses that would enhance the economic vitality of the City while reducing vehicle miles traveled in the area (Objectives 1, 2, 3, 6, 7, and 8). This alternative would provide fewer residential housing units to address the City's housing supply needs (Objective 4). Therefore, the Reduced Project Alternative would accomplish most of the proposed Project objectives, but to a lesser degree.

8.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The CEQA Guidelines require the identification of an environmentally superior alternative among the alternatives analyzed in an EIR. The guidelines also require that if the No Project Alternative is identified as the environmentally superior alternative, another environmentally superior alternative must be identified. Based on a comparison of the overall environmental impacts for the described alternatives, the Reduced Project Alternative is identified as the environmentally superior alternative because it would result in slightly less impacts related to land use, noise, and transportation and traffic. This alternative also meets most of the basic objectives of the proposed Project.

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11.0 MITIGATION, MONITORING AND REPORTING PROGRAM

Section 21081.6 of the State of California PRC requires a Lead or Responsible Agency that approves or carries out a project where an EIR has identified significant environmental effects to adopt a "reporting or monitoring program for adopted or required changes to mitigate or avoid significant environmental effects." As Lead Agency for the project under CEQA, the City of Oceanside will administer a Mitigation, Monitoring and Reporting Program (MMRP) for the following environmental issue areas and mitigation measures as identified in the Pavilion FEIR and this SEIR. All applicable mitigation measures from both documents are identified below. A Final MMRP shall be made a requirement of Project approval.

SEIR Mitigation Measures

Noise

NOI-1 **Exterior Use Area Noise Compliance**: Noise levels at private residential exterior use areas shall be reduced to 65 Community Noise Exposure Level (CNEL) or below. Once specific building plan information is available, additional exterior noise analysis shall be conducted for proposed residential exterior use areas that are expected to be exposed to a noise level of 65 CNEL or greater. Residences requiring analysis are those along the southern boundary of the Project site west of the intersection of Mission Avenue and Ocean Pointe Drive. The analysis shall determine the specific barrier heights and locations required to reduce exterior use area noise levels to below 65 CNEL. City review and approval of the proposed exterior use area noise compliance evaluation as well as applicable noise attenuation measures shall be completed prior to issuance of building permit.

The noise barriers must be solid. They can be constructed of masonry, wood, plastic, fiberglass, steel, or a combination of those materials, as long as there are no cracks or gaps, through or below the walls. The walls can be made of composite wood with a solid lower section with a clear glass or plastic upper section to maintain views. Any seams or cracks must be filled or caulked. If wood is used, it can be tongue and groove and must be at least one-inch total thickness or have a density of at least 3.5 pounds per square foot. Where architectural or aesthetic factors allow, glass or clear plastic 3/8 of an inch thick or thicker may be used on the upper portion, if it is desirable to preserve a view. Sheet metal of 18-gauge (minimum) may be used if it meets the other criteria and is properly supported and stiffened so that it does not rattle or create noise itself from vibration or wind. Any door(s) or gate(s) must be designed with overlapping closures on the bottom and sides and meet the minimum specifications of the wall materials described above. The gate(s) may be of one-inch thick or better wood, solid-sheet metal of at least 18-gauge metal, or an exterior-grade solid-core steel door with prefabricated doorjambs.

NOI-2 **Exterior-to-Interior Analysis:** Interior noise levels for the Project's proposed residences shall be demonstrated to not exceed 45 CNEL. Once specific building plan information is available, additional exterior-to-interior noise analysis shall be conducted for all proposed residences that are exposed to an exterior noise level of 60 CNEL or greater. Residences requiring analysis are those along the southern boundary of the Project site along Mission Avenue.

The information in the analysis shall include wall heights and lengths, room volumes, window and door tables typical for a building plan, as well as information on any other openings in the building shell. With this specific building plan information, the analysis shall determine the predicted interior noise levels at the planned on-site residences. If predicted noise levels are found to be in excess of 45 CNEL, the report shall identify architectural materials or techniques that could be included to reduce noise levels to 45 CNEL in habitable rooms. City review and approval of the proposed exterior-to-interior noise analysis as well as applicable noise attenuation measures shall be completed prior to issuance of building permit.

Air conditioning or mechanical ventilation systems shall be installed to allow windows and doors to remain closed for extended intervals of time so that acceptable interior noise levels can be maintained. The mechanical ventilation system would meet the criteria of the International Building Code (IBC; Chapter 12, Section 1203.3 of the 2001 California Building Code [CBC]).

Transportation and Traffic

TRA-1 **Improve Development Design**: Implement the guidelines outlined in California Air Pollution Control Officers Association's (CAPCOA) measure LUT-9: Improve Design of Development, which is applicable to residential projects in an urban or suburban area. The proposed project shall improve the proposed design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables

Applicable Pavilion FEIR Mitigation Measures

Biological Resources

BIO-1 A monitoring biologist (approved by the City) shall (1) attend a preconstruction meeting; (2) be present during initial clearing and grubbing of habitat; and (3) be present during project construction within 500 feet of preserve habitat to ensure compliance with all conservation measures. The monitoring biologist shall ensure that: the contractor and construction personnel are educated about the sensitivity of adjacent habitats, construction fencing is installed, seasonal restrictions on grading are followed, trash is removed from sensitive habitat areas or adjacent areas, vehicle fueling occurs outside sensitive areas, pets of project personnel are not brought to the project site, construction night lighting is minimized to avoid impacts to sensitive habitats, and violations are reported and mitigated appropriately. The biologist shall submit a letter to the City that documents compliance with mitigation measures at the conclusion of construction.

BIO-2 Impacts will occur to 0.57 acre of wetlands (0.22 acre of potentially Corps/RWQCB jurisdiction, 0.57 acre of CDFW jurisdiction). Mitigation will be provided at a 3:1 ratio in the San Luis Rey Mitigation Bank for purchase of 1.71 acres. **NOTE**: *Wetland acreages have been updated to reflect the current permitting process outlined in BIO-13 below.*

BIO-5 While the proposed plant list for the on-site 100-foot wide corridor currently consists of native species including coastal sage scrub constituents that are compatible with the City's

recommended plant guidelines, the final project completion species selection will be subject to approval by the fire marshal as part of landscape work drawings.

BIO-6 The conservation easement over the onsite 100-foot corridor will be provided for review and approval by the Wildlife Agencies as a condition of project approval.

BIO-7 Landscaping within the development area shall avoid the use of invasive non-native plants, detailed in Table 5-5 of the draft HCP and/or the California Invasive Plant Inventory.

BIO-8 No grading, grubbing, or clearing shall be allowed during the breeding season for least Bell's vireo (March 15 to September 15) or raptors (January 31 to July 31) unless preconstruction surveys are conducted to determine if these species occur within areas that would be impacted by noise levels greater than 60 dB L_{EQ}. If these species are nesting within this area at the time, these construction activities shall either (1) be postponed until all nesting breeding behavior has ceased; or (2) a temporary noise barrier or berm is constructed at the edge of the development footprint to ensure that noise levels are reduced to below 60 dB L_{EQ}. If these species are nesting within this area at the time, these construction activities shall either (1) be postponed until all nesting breeding behavior has ceased; or (2) a temporary noise barrier or berm is constructed at the edge of the development footprint to ensure that noise levels are reduced to below 60 dB L_{EQ}.

BIO-9 To ensure compliance with the Migratory Bird Treaty Act, clearing of any native vegetation shall be done outside the breeding season of most avian species (February 15 to July 31), unless pre-construction surveys are conducted to determine that no nesting birds are present immediately to clearing nor are in areas which could be impacted by noise.

BIO-10 To ensure that construction activity remains within the defined limits of work, all construction and staging areas shall be grading and fenced with orange construction fencing and silt fencing or fiber rolls. Delineated areas shall be regularly inspected by the project biologist per the construction monitoring schedule.

BIO-12 Lighting within the project area adjacent to the San Luis Rey River shall be selectively placed, directed away from the river, and of the lowest illumination possible for human safety.

BIO-13 Mitigation for the loss of jurisdictional waters would be conditions of the permits issued by the USACE, RWQCB and CDFW. The applicant will submit the required jurisdictional delineation to USACE as part of Clean Water Act permitting. Said permits will be obtained prior to grading in these areas.

Cultural Resources

An archeological monitoring program would be implemented to ensure that project development would have no significant impacts to cultural resources within the project area. The program would consist of the following:

CUL-1 The development of a pre-excavation agreement between the applicant and the appropriate Luiseño tribe(s) or other Native Americans as determined by the City.

CUL-2 The presence of a qualified archaeologist and invitation to a Native American monitor at the pre-construction meeting.

CUL-3 A Native American monitor to be invited and an archaeological monitor will be on-site during initial grading, trenching, or other ground-disturbing activities of existing soils. Monitoring will not be required during the subsequent soil import and grading operations as it will not disturb native soils.

CUL-4 The analysis of any cultural material found.

CUL-5 The preparation of a report detailing the methods and results of the monitoring program.

CUL-6 The curation or repatriation of the cultural material collected.

Geology and Soils

GEO-1 Loose surficial soil in the upper 1 to 2 feet would be over-excavated prior to placement of fill or in building pad locations. The upper 5 to 10 feet of soil, which is loose to medium dense, would be over excavated in deep fill areas, and compacted as engineered fill.

GEO-2 To mitigate potential differential settlement of structures, two options may be used. One is to perform conventional grading with reduced foundation bearing capacities, and the other would be to improve the subsurface with deep dynamic compaction with higher bearing capacities for foundations.

On-site soil generated from cut areas following clearing and grubbing that is free of excess organic material (3 percent or less by weight) or debris may be suitable for use as structural fill. Imported Select Fill should be non-expansive, having a Plasticity Index of 12 or less, an R-Value greater than 40, and enough fines so the soil can bind together. Imported soil should be free of organic materials and debris, and not contain rocks or lumps greater than 3 inches in maximum size. Imported Select Fill shall be approved by the geotechnical engineer prior to delivery on-site.

GEO-3 Compaction and design requirements shall be consistent with those specified in the geotechnical report (90 to 95 percent relative compaction with 1 to 2 percent above optimum moisture content), and site grading shall be performed in accordance with these recommendations and the Grading and Earthwork Specifications.

Noise

NOI-3 **Noise Barriers:** A temporary ten-foot high wall would be constructed along the proposed top-of-slope adjacent to the sensitive habitat area. Implementation of this measure would lower potentially significant noise levels below the Wildlife Noise Regulation thresholds.

Paleontological Resources

PAL-1 Prior to issuance of grading permits, the applicant shall confirm to the City that a qualified paleontologist has been retained to carry out the mitigation program. (A qualified paleontologist is defined as an individual with an M.S. or Ph.D. in paleontology or geology who is familiar with

paleontological procedures and techniques.) The paleontologist shall attend pre-grade meetings to consult with grading and excavation contractors.

PAL-2 A paleontological monitor shall be on site during grading operations to evaluate the presence of fossils within previously undisturbed sediments of the Santiago Formation 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.

PAL-3 When fossils are discovered, the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period of time. Some fossil specimens (such as a complete whale skeleton) may require an extended salvage time. In these instances, the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading. To allow recovery of small fossil remains such as isolated mammal teeth, it may be necessary in certain instances to set up a screen-washing operation on the site.

PAL-4 Prepared fossils along with copies of all pertinent field notes, photos, and maps shall be deposited (with the applicant's permission) in a scientific institution with paleontological collection such as the San Diego Natural History Museum. A final summary report shall be completed and distributed to the City and other interested agencies which outlines the results of the mitigation program. This report shall include discussions of the methods used, stratigraphy exposed, fossils collected, and significance of recovered fossils.

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