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Sustainable Communities Environmental Assessment

# Ocean Creek Mixed Use Project

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**JULY 2022**

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K	Local Transportation Study, Urban Systems
L	Sewer System Analysis, Dexter Wilson
M	Market Review and Fiscal Impact Analysis

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# Acronyms and Abbreviations

Acronym	Definition
AB	Assembly Bill
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFC	California Fire Code
City	City of Oceanside
CNEL	community noise equivalent level
CO	carbon monoxide
CO2	carbon dioxide
CO2e	carbon dioxide equivalent
dB	decibels
dBA	A-weighted decibels
DPF	diesel particulate filter
DPM	diesel particulate matter
EIR	Environmental Impact Report
EO	Executive Order
EOP	Emergency Operations Plan
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Admin
HVAC	heating, ventilation, and air conditioning
GHG	greenhouse gas
gpd	gallons per day
I	Interstate
KOP	key observation point
kW	kilowatt
kWh	kilowatt-hours
Leq	equivalent sound level
LID	low impact development
LOS	level of service
LSWWTP	La Salina Wastewater Treatment Plant

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
mgd	million gallons per day
MHCP	Multiple Habitat Conservation Program
MM	Mitigation Measure
MMT	million metric tons
MS4	Municipal Separate Storm Sewer Systems
MT	metric ton
NAHC	Native American Heritage Commission
NCTD	North County Transit District
NHTSA	National Highway Traffic Safety Administration
NPDES	National Pollutant Discharge Elimination System
O3	ozone
OFD	City of Oceanside Fire Department
OUSD	Oceanside Unified School District
PDF	project design feature
PEIR	Program Environmental Impact Report
PM10	particulate matter with a diameter less than or equal to 10 microns
PM2.5	particulate matter with a diameter less than or equal to 2.5 microns
ppm	parts per million
PRC	California Public Resources Code
psi	pounds per square inch
RAQS	Regional Air Quality Strategy
REL	Reference Exposure Level
RHNA	Regional Housing Needs Allocation
ROW	right-of-way
RPS	Renewables Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCEA	Sustainable Communities Environmental Assessment
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SDCWA	San Diego County Water Authority
SDG&E	San Diego Gas & Electric
SGMA	Sustainable Groundwater Management Act
sharrows	shared lane markings
SLRWWTP	San Luis Rey Wastewater Treatment Plant
SWPPP	Stormwater Pollution Prevention Plan
T-BACT	toxics best available control technology
TCR	tribal cultural resource
TPP	transit priority project
UWMP	Urban Water Management Plan

## ACRONYMS AND ABBREVIATIONS

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Acronym	Definition
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WQIP	Water Quality Improvement Plan
ZEV	zero-emissions vehicle
µg/m <sup>3</sup>	micrograms per cubic meter

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# 1 Introduction

This Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the California Public Resources Code (PRC) for the proposed Ocean Creek Mixed Use Project (project).

**Project Title:** Ocean Creek  
**Project Location:** South of the intersection of Crouch Street and S. Oceanside Boulevard/Skylark Drive in the City of Oceanside, California  
**Lead Agency:** City Planning Division  
300 N. Coast Highway  
Oceanside, California 92054  
**City Staff Contact:** Stefanie Cervantes  
760.435.3561

## 1.1 Project Summary

The subject of this SCEA is the proposed Ocean Creek Mixed Use Project (project), a 295-unit, mixed-use, transit-oriented, density bonus development in the City of Oceanside (City), California. The project is located on an approximately 18.9-acre site (project site) located southwest of the intersection of Crouch Street and S. Oceanside Boulevard/Skylark Drive, across from the North County Transit District (NCTD) Crouch Street Sprinter Station. The project site is composed of Assessor's Parcel Numbers 151-270-50-00 and 151-270-56-00. As described in more detail, this SCEA also analyzes off-site improvements required for the project including the extension of S. Oceanside Boulevard connecting through the project site to Crouch Street, off-site road improvements on Crouch Street, and off-site water system improvements.

The proposed project would develop 295 residential units, including 30 units of low-income affordable housing (10% of the total units), and 3,000 square feet of commercial/retail on an approximately 12.87-acre parcel within the 18.9-acre project site. The mixed-use project would be built within a previously disturbed, graded area across from the NCTD Crouch Street Sprinter Station. The remaining approximately 6 acres, consisting of north-facing, vegetated slopes, would remain as undeveloped open space, consistent with the City's General Plan and Zoning Map designations.

Building heights would accommodate four-story buildings up to a maximum of 50 feet tall, consistent with the underlying zoning provisions in the Community Commercial (CC) Zone. The proposed residential units would consist of studio, one-, two-, and three-bedroom stacked flats. Recreational amenities would be provided to support the residential uses as described below in greater detail and have been provided to meet the City's requirements for open space.

The project would include 476 parking spaces, including 466 parking spaces for project residents and 10 parking spaces for the retail/commercial uses. Of the parking spaces, 70 would be reserved for electric vehicles, 35 of which would include electric vehicle chargers.

Access to the site would be provided by two new driveways from the extension of S. Oceanside Boulevard, one across from the existing driveway to the NCTD Crouch Street Sprinter Station and one further west.

The project site is bounded by Loma Alta Creek and the NCTD Crouch Street Sprinter Station to the north, undeveloped and disturbed land to the east of Crouch Street, Crouch Street and private residences off Rue de la Montagne to the south, and commercial properties off Union Plaza Court to the west.

The project site is located approximately 0.4 miles east of Interstate 5, 1 mile north of Highway 78, and 1.5 miles south of Highway 76. The project site is located on the U.S. Geological Survey 7.5-minute San Luis Rey quadrangle map on Section 25, Township 11 South, Range 5 West of the San Bernardino Base and Meridian. The approximate center of the project site is at 33.193545, -117.353033 (decimal degrees).

Utility improvements would be required to support the project. These would include easement vacations and relocation of overhead San Diego Gas & Electric Company electrical lines that currently exist in the center of the site. In addition, on-site water, sewer, and storm drain systems would be constructed and connected to City facilities within S. Oceanside Boulevard and to Loma Alta Creek. An existing 12-inch water line that runs through the project site would be abandoned in place. On-site and off-site utility improvements and connections have been analyzed herein.

Construction of the proposed project would involve grading, remedial grading, and construction activities to develop the proposed uses. Demolition of existing hardscape, including portions of Crouch Street and S. Oceanside Boulevard, and removal of overhead electrical lines would be required to install the proposed utilities. Overall, these construction activities are expected to take approximately 21 months and would be completed in one phase.

Grading for the development would conservatively involve 13,600 cubic yards of cut and 3,500 cubic yards of fill with a net export of 10,100 cubic yards, due largely to the excavations required for the proposed remedial grading work. The project would therefore generate a potential for up to approximately 1,010 export truck trips (assuming 10 cubic yards per truck trip), which have been analyzed throughout this SCEA.

The proposed project would also provide for restoration and enhancement of approximately 0.6 acres of habitat adjacent to Loma Alta Creek, which would include removal of invasive and non-native habitat, replanting with native upland coastal sage scrub habitat types, temporary irrigation to ensure successful planting, and a long-term management and maintenance plan. In addition, the project would set aside approximately 8.0 acres of biological resources in an open space easement on the north-facing slopes between the apartments and Grandview Street as biological mitigation.

To allow for the proposed development, the following discretionary approvals might be required:

1. Mixed-Use Development Plan
2. Density Bonus
3. Tentative Map
4. Easement vacations
5. Conditional Letter of Map Revision/Letter of Map Revision
6. Streambed Alteration Agreement
7. Adoption of the SCEA
8. Approval of other permits, ministerial or discretionary, as necessary

## 1.2 Senate Bill 375 and Sustainable Communities Environmental Assessment

The State of California adopted Senate Bill (SB) 375, also known as the Sustainable Communities and Climate Protection Act of 2008, which outlines growth strategies that better integrate regional land use and transportation planning and that help meet the state's greenhouse gas emissions reduction mandates. SB 375 requires the state's 18 metropolitan planning organizations to incorporate sustainable communities strategies (SCS) into their regional transportation plans (RTPs) to achieve their regions' greenhouse gas emission reduction targets set by the California Air Resources Board. Correspondingly, SB 375 provides various California Environmental Quality Act (CEQA) streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain objective criteria; one such CEQA streamlining tool is the SCEA.

### 1.2.1 Transit Priority Project Criteria

SB 375 provides CEQA streamlining benefits to qualifying transit priority projects (TPPs). For projects in the San Diego Association of Governments (SANDAG) region, a qualifying TPP is a project that meets the following four criteria (see PRC Section 21155[a] and [b]):

1. Is consistent with the general use designation, density, building intensity, and applicable policies of the qualifying SCS (SANDAG 2050 RTP/SCS);
2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
3. Provides a minimum net density of at least 20 dwelling units per acre; and
4. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

Refer to Chapter 3, SCEA Criteria and Transportation Priority Project Consistency Analysis, for a detailed description of the project's consistency with the above criteria.

### 1.2.2 SCEA Process, Streamlining Provisions, and Scope of Analysis

SB 375 allows the City, acting as lead agency, to prepare an SCEA as the environmental CEQA clearance for TPPs that are consistent with SANDAG's 2050 RTP/SCS. Qualifying TPPs that have incorporated all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact report (EIR) (2050 RTP/SCS Program EIR) and that are determined to not result in significant and unavoidable environmental impacts may be approved with an SCEA. The specific substantive and procedural requirements for the approval of an SCEA include the following:

1. An initial study shall be prepared for a SCEA to identify all significant impacts or potentially significant impacts of the TPP, except for the following:
  - i. Growth-inducing impacts, and
  - ii. Project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network.

2. The initial study shall identify any cumulative impacts that have been adequately addressed and mitigated in a prior applicable certified EIR. Where the lead agency determines the impact has been adequately addressed and mitigated, the impact shall not be cumulatively considerable.
3. The SCEA shall contain mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.
4. A draft of the SCEA shall be circulated for a public comment period not less than 30 days, and the lead agency shall consider all comments received prior to acting on the SCEA.
5. The SCEA may be approved by the lead agency after the lead agency's legislative body conducts a public hearing, reviews comments received, and finds the following:
  - a. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and
  - b. With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:
    - i. Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.
    - ii. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
6. The lead agency's decision to review and approve a TPP with a SCEA shall be reviewed under the substantial evidence standard.

### 1.2.2.1 Senate Bill 375 Streamlining Benefits

Pursuant to PRC Section 21155.2(a), if the project incorporates all applicable mitigation measures, performance standards, or criteria set forth in the prior applicable EIRs and adopted in findings made pursuant to PRC Section 21081, the project shall be eligible to use an SCEA approach to satisfy CEQA. As the record demonstrates, the project qualifies for use of an SCEA and its streamlining benefits.

PRC Section 21155.2(b) states that an initial study shall be prepared to identify all significant or potentially significant impacts other than those which are applicable and do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The initial study shall identify any cumulative effects that have been adequately addressed and mitigated pursuant to the requirements of this division in prior applicable certified EIRs. Where the lead agency determines that a cumulative effect has been adequately addressed and mitigated, that cumulative effect shall not be treated as cumulatively considerable. As such, SCEA streamlining benefits include the following:

1. Cumulative effects that have been adequately addressed and mitigated in prior applicable certified EIRs shall not be treated as cumulatively considerable for the project (PRC Section 21155.2[b][1])
2. Growth-inducing impacts are not required to be referenced, described, or discussed (PRC Section 21159.28[a])
3. Project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network are not required to be referenced, described, or discussed (PRC Section 21159.28[a])

The City would incorporate all applicable streamlining benefits in the environmental review of the project. However, although not required to satisfy CEQA, for information purposes only, the SCEA includes a cumulative analysis of effects that were adequately addressed and mitigated in prior applicable certified EIRs, a description of the proposed project's potential to induce growth, and the project-specific and cumulative impacts from the project's cars and light-duty truck trips on greenhouse gas emissions and the regional transportation network.

### 1.2.2.2 Scope of Analysis

Pursuant to PRC Section 21155.2(b), the SCEA is required to identify all significant or potentially significant impacts of the project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The SCEA would also be required to identify any cumulative effects that have not been adequately addressed and mitigated in prior applicable certified EIRs. Although some are done solely for informational purposes as they are not required by Section 21159.28, this SCEA analyzes the following topics:

- |                                       |  |
|---------------------------------------|--|
| 1. Aesthetics                         | 12. Mineral Resources                  |
| 2. Agriculture and Forestry Resources | 13. Noise                              |
| 3. Air Quality                        | 14. Population and Housing             |
| 4. Biological Resources               | 15. Public Services                    |
| 5. Cultural Resources                 | 16. Recreation                         |
| 6. Energy                             | 17. Transportation                     |
| 7. Geology and Soils                  | 18. Tribal Cultural Resources          |
| 8. Greenhouse Gas Emissions           | 19. Utilities and Utility Systems      |
| 9. Hazards and Hazardous Materials    | 20. Wildfire                           |
| 10. Hydrology and Water Quality       | 21. Mandatory Findings of Significance |
| 11. Land Use and Planning             |  |

### 1.2.3 Required Findings

Based on a review of the entire administrative record, the City finds that preparation of an SCEA in accordance with PRC Sections 21155(a), 21155(b), 21155.2(a), 21155.2(b)(1), and 21155.2(b)(2) is appropriate for the project for the following reasons:

- The California Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted SANDAG's determination that the sustainable communities strategy adopted by SANDAG in the 2050 RTP/SCS would achieve the greenhouse gas emission reduction targets.
- The project is consistent with the general use designations, density, building intensity, and applicable policies specified for the project area in SANDAG's 2050 RTP/SCS.
- The project qualifies as a TPP pursuant to PRC Section 21155(b), as it contains more than 50% residential use, provides a minimum net density greater than 20 dwelling units per acre, and is within 0.5 miles of a major transit stop or high-quality transit corridor included in an RTP.

- The project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable EIRs and adopted findings made pursuant to PRC Section 21081, including the 2015 RTP/SCS Program EIR.
- All potentially significant effects, significant effects, and potential cumulative effects required to be identified and analyzed pursuant to CEQA have been identified and analyzed in an initial study.
- With respect to each significant effect on the environment required to be identified in the initial study, changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of less than significant.

Upon circulation of the SCEA to the public, the project will comply with PRC Section 21155.2(b)(3) and proceed through the SCEA process for compliance with PRC Sections 21155.2(b)(4) through 21155.2(b)(7).

## 1.3 Organization of the SCEA

This SCEA is organized as follows:

1. **Introduction:** This chapter provides introductory information about the project and SB 375, including an explanation of the requirements for preparing an SCEA.
2. **Project Description:** This chapter provides a detailed description of the proposed project including the environmental setting, project characteristics, related project information, and environmental clearance requirements.
3. **SCEA Criteria and Transit Priority Project Consistency:** This chapter identifies the TPP criteria and provides an analysis of the project's consistency with SANDAG's 2050 RTP/SCS, including identification of all feasible mitigation measures, performance standards, and criteria from SANDAG's 2050 RTP/SCS Program EIR.
4. **SANDAG's 2050 RTP/SCS Program EIR Mitigation Measures:** This chapter identifies all feasible mitigation measures, performance standards, and criteria from SANDAG's 2050 RTP/SCS Program EIR.
5. **SCEA Environmental Checklist:** This section contains the completed SCEA Environmental Checklist, including the significance level for each environmental impact category as well as the environmental determination.
6. **Sustainable Communities Environmental Impact Analysis:** Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of project-specific and cumulative impacts associated with each subject area. Where the evaluation identifies potentially significant effects, as identified on the checklist, mitigation measures are provided to reduce such impacts to less-than-significant levels.

**Appendices:** To support the SCEA, several appendices are included herein, as follows:

- A. Air Quality Technical Report, Ldn Consulting, March 27, 2022
- B. Biological Technical Report, Dudek, June 2022
- C. Cultural Resources Inventory Report, Dudek, February 22, 2022
- D. Updated Geotechnical Investigation, Leighton, June 3, 2022
- E. Paleontological Resources Letter Report, Dudek, June 7, 2021
- F. Greenhouse Gas Emissions Technical Report, Ldn Consulting, March 27, 2022
- G. Phase 1 Environmental Site Assessment, Leighton, October 25, 2019
- H1. Drainage Study, Fuscoe Engineering, February 24, 2022

- H2. Hydraulic Analysis, Infrastructure Engineering Corporation, April 7, 2022
- I. Stormwater Quality Management Plan, Fuscoe Engineering, February 23, 2022
- J. Noise Study, Ldn Consulting, March 3, 2022
- K. Local Transportation Study, Urban Systems, May 31, 2022
- L. Sewer System Analysis, Dexter Wilson, August 30, 2021
- M. Market Review and Fiscal Impact Analysis, EPS, May 31, 2021

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## 2 Project Description

### 2.1 Environmental Setting

#### 2.1.1 Project Location

The proposed Ocean Creek Mixed Use Project (project) is located on an approximately 18.9-acre site (project site) located south of the North County Transit District (NCTD) Crouch Street Sprinter Station in the City of Oceanside (City). The site is comprised of Assessor's Parcel Numbers 151-270-50-00 and 151-270-56-00. The project site is bounded by Loma Alta Creek and the Crouch Street Sprinter Station to the north, Crouch Street and undeveloped previously disturbed land to the east, Grandview Street and private Crouch Street and residences off Rue de la Montagne to the south, and commercial properties off Union Plaza Court to the west.

The project site is located approximately 0.4 miles east of Interstate 5, 1 mile north of Highway 78, and 1.5 miles south of Highway 76 (Figure 2-1, Project Location). The site is located on the U.S. Geological Survey 7.5-minute San Luis Rey quadrangle map on Section 25, in Township 11 South, Range 5 West of the San Bernardino Base and Meridian. The approximate center of the project site is at 33.193545, -117.353033 (decimal degrees).

#### Regional and Local Access

The project site is accessible from the partially improved S. Oceanside Boulevard via Crouch Street, with a gap along a portion of the project frontage. S. Oceanside Boulevard is currently improved from Crouch Street along the northeastern perimeter of the project site to provide access to the NCTD Crouch Street Sprinter Station. S. Oceanside Boulevard currently terminates at the northwestern corner of the project site in a cul-de-sac.

The project proposes to connect S. Oceanside Boulevard from the current cul-de-sac west of the project site through the project site to Crouch Street. The project would provide two access driveways along future S. Oceanside Boulevard to the development (Figure 2-2, Existing Conditions). By connecting S. Oceanside Boulevard, the project would improve local circulation by providing an additional east-west connection between Crouch Street and Interstate 5.

#### Public Transit

The project site is an infill site within a Transit Priority Area as defined by the California Environmental Quality Act (CEQA) Section 21099(a)(7) because the site is adjacent to (within 0.5 miles of) a Major Transit Stop as defined by CEQA Section 21064.3. More specifically, California Public Resources Code, Section 21064.3, defines a major transit stop as follows:

a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

The site is adjacent to the NCTD Sprinter Crouch Street Station (Figure 2-2), which is an existing rail transit system that provides service between the Cities of Oceanside and Escondido, with connections to additional rail service via the Coaster, as well as Breeze Bus Route 318.

The Sprinter is a hybrid rail system that connects the City of Oceanside with the Cities of Vista, San Marcos, and Escondido. The Sprinter headways are every 30 minutes in each direction Monday through Friday, from approximately 4:00 a.m. to 9:00 p.m. Friday and Saturday trains run later, with service eastbound through 12:26 a.m. and service westbound until 11:26 p.m. Saturday, Sunday, and holiday trains operate every 30 minutes between 10:00 a.m. and 6:00 p.m. and hourly before 10:00 a.m. and after 6:00 p.m.

The Crouch Street Sprinter Station is also serviced by Bus Route 318 along Oceanside Boulevard, which stops at Oceanside Boulevard and Greenbrier about 150 feet from the project site. This bus route extends from the Oceanside Transit Center to the Vista Transit Center and has headways just under 1 hour. Due to its proximity to the Crouch Street Sprinter Station and Bus Route 318 stop, the project site is accessible and connected with the City of Oceanside and the greater north San Diego County. Overall, the project qualifies as being within a Transit Priority Area because the project site is within 0.5 miles of an existing rail station.

## 2.1.2 Existing Conditions

There are no existing buildings on the project site (Figure 2-2). The site was graded between 1964 and 1990. As mentioned above, S. Oceanside Boulevard is partially improved on the northeast edge of the project site to provide access to the Crouch Street Sprinter Station. The southern slope of the project site, north of Rue de la Montagne, was previously graded and a drainage system with concrete-lined ditches was installed. Crouch Street is located adjacent to the project site and is a two-lane local roadway with an asphalt sidewalk along the north side. A 12-inch water main extends north-south through the project site. Overhead electrical lines also extend through the site. Dirt roads exist within the site. The site has been regularly mowed and maintained for brush management purposes.

Five vegetation communities and two land covers are present within the project site: Diegan coastal sage scrub, non-native grassland, eucalyptus woodland, non-native woodland, disturbed southern willow scrub, disturbed habitat, and urban/developed. Loma Alta Creek is adjacent to the northwest boundary of the project site and the southern bank partially extends into the site. The project site is also partially within the 100-year Federal Emergency Management Agency floodplain for Loma Alta Creek.

As shown in Figure 2-2, surrounding uses include the Crouch Street Sprinter Station along the northeastern third of the site. Loma Alta Creek is located adjacent to a portion of the site's northern boundary. The project site is bounded by Crouch Street and undeveloped land to the east and southeast. Single-family residential development is located to the south of the site. Commercial and office uses are located to the west of the site. Additional commercial uses are located to the north of the site along Oceanside Boulevard. Lincoln Middle School and Palmquist Elementary School are located to the south of the project site.

## 2.1.3 Existing Zoning and Land Use Designations

The site is designated in the City's General Plan as Community Commercial and Open Space. The project site is zoned Community Commercial (CC) and Open Space (OS) (Figure 2-3, Existing Zoning). The project proposes no change to the existing land use or zoning. The proposed development would be located within the CC zone and the OS area would be preserved. Within the CC zone, residential uses are permitted subject to approval of a Mixed-Use Development Plan and the appropriate findings.

## 2.1.4 Previous Development Activity

Prior grading activities have modified portions of the site. The first of the grading activities included the placement of fill soils in 1964, creating a relatively level area at the base of the hillside. Prior grading and development also included the construction of Crouch Street and the placement of the City's water main (which is present in the southwest portion of Crouch Street and crosses the lower hillside and the relatively level area at the base of the hillside north of Crouch Street).

The relatively level area graded in 1964 was re-graded in the mid-1980s. The grading operations included the following:

- Removal of the previously placed fill soils
- Limited removals of the alluvial soils
- Excavation of a buttress for the proposed cut slope on the western side of the property, installation of buttress subdrains, and fill placement creating the buttress
- Placement of compacted fill creating the relatively level sheet-graded pad

Additional grading operations included the excavation of fill (creating a borrow site in the northern portion of the sheet-graded pad) that was used to complete the buttress fill.

While the buttress was being constructed, the proposed residential development southwest of the project site was graded. The grading operations included the placement of the off-site upper portion of the buttress, partial removal and stabilization of the landslide along the southwestern side of the project site, placement of a fill slope key, and placement of fill. In 1989, the borrow site was filled in with compacted fill and a fill area was placed along the northern property boundary just west of Crouch Street under the observation of engineers GA Nicoll (Nicoll 1989).

Since the existing landslides present on the north-facing hillside were not stabilized as part of the earlier grading operations, a building setback line was provided, inside of which, construction of buildings or other improvements were not recommended (Leighton 1985). The previously placed fill soils were removed across the entire site except for the fill soils over the existing City water main (crossing the site in a northwest-southeast direction). In general, the alluvial soils were removed to within 2 feet of the existing groundwater elevation prior to the fill placement operations. Refer to Section 6.7, Geology and Soils, for additional information.

## 2.1.5 Site Constraints

The project site has several existing constraints that limit the areas available for development and result in additional design considerations that the project has addressed as explained in the following discussion.

S. Oceanside Boulevard currently provides access to the NCTD Crouch Street Sprinter Station. In addition, S. Oceanside Boulevard, west of the project site, is already constructed and dead-ends in a cul-de-sac at the approximate northwesterly project boundary. Accordingly, the alignment for the future S. Oceanside Boulevard is constrained by the existing right-of-way (ROW) on both the west and east sides of the project site. Extending S. Oceanside Boulevard through the project site is a design feature/condition of approval of the project to ensure access is provided and completes the City's circulation system.

The project site includes existing native habitat along north-facing slopes below Crouch Street. These slope areas consist of coastal sage scrub and are considered occupied by California gnatcatcher (*Polioptila californica californica*), as detailed in Section 6.4, Biological Resources. Accordingly, these areas are not considered developable; rather, the project proposes to preserve these areas of coastal sage scrub, consistent with the Draft City of Oceanside Multiple Species Conservation Program, as well as the zoning and land use designations.

Additional biological resource considerations include Loma Alta Creek, which runs along the northern boundary of the project site. Loma Alta Creek is considered a highly constrained drainage due to the existing condition, including areas of channelized concrete both upstream (at the NCTD Sprinter Station) and downstream (west of the project site), and due to the presence of invasive plant species and disturbed habitat. These areas are not proposed to be impacted by project construction. Based on the existing alignment and ROW of future S. Oceanside Boulevard, the project proposes a wetland buffer that would range in width from 30 to 47 feet and would consist of restoration and enhancement of upland coastal sage scrub habitat. The U.S. Fish and Wildlife Service and California Department of Fish and Wildlife (Collectively, the Wildlife Agencies) have also requested that the S. Oceanside Boulevard improvements do not include pedestrian access on the north side of S. Oceanside Boulevard in the area near Loma Alta Creek, as human intrusion to this area would potentially damage the biological resources within this area.

The project site is also partially within the 100-year Federal Emergency Management Agency floodplain for Loma Alta Creek. Appendix H2, Hydraulic Analysis, prepared by Chang Consultants, analyzed the project's potential impacts to the floodplain. As part of the project's grading plan, grading would raise portions of the project site proposed for residential development above the existing 100-year floodplain. As part of this process, the project would also submit a Conditional Letter of Map Revisions and a Letter of Map Revision to the Federal Emergency Management Agency to re-designate the flood plain status of the site.

As described above, the project site includes a historic landslide along Crouch Street. A geotechnical setback from the landslide area encroaches into a portion of the previously graded pad area and is not considered available for development because it is not outside the factor of safety zone for vertical, occupied buildings. Therefore, the project does not propose habitable structures in that area. Rather, the area is proposed to be a trail/passive recreation area with landscaping for project residents.

## 2.2 Project Characteristics and Design Features

The project involves the development of a four-story, 50-foot-high mixed-use building consisting of 295 residential units, 3,000 square feet of ground floor commercial space, and 476 total parking spaces (Figure 2-4, Site Plan). The total building size would be approximately 320,000 square feet. Additionally, the project would provide supporting amenities and utility improvements. The project's plans, including the architecture and landscape plans, are shown on Figures 2-5, Architectural Elevations, and 2-6, Landscape Plan.

### 2.2.1 Residential

The proposed 295 residential uses would be located within five buildings. Based on the City's definitions, 4.6 acres of the 18.9-acre project site is undevelopable land (net of approximately 14.3 developable acres), resulting in a net density of 20.6 units per acre. A total of 10% of the proposed units are proposed to be reserved as affordable housing. The residential units would consist of studio to three-bedroom stacked flats ranging from approximately 590 to 1,300 square feet. Approximately 4 units would be studios, 154 units would be one-bedroom, 125 units would be two-bedroom, and 12 units would be three-bedroom units.

## 2.2.2 Commercial

The 3,000 square feet of proposed commercial uses would be located on the ground floor and centrally located within Buildings 1 and 2 near the main entry. The commercial uses would include local neighborhood-serving retail and restaurant uses, as well as the leasing office.<sup>1</sup> Signage would be located above the commercial storefronts to demarcate their entrances and location to the public.

## 2.2.3 Open Space Amenities

Recreational amenities would be provided to support the residential uses. The project would provide usable open space in accordance with the Zoning Ordinance. Pedestrian amenities throughout the development would be provided for social interaction such as small gathering areas, benches and seating, and shaded areas. Exterior amenities would include a dog park, nature trail, and courtyard with a pool, spa, barbecue, shaded lounge area, and gaming tables. The dog park and 0.5-mile nature trail loop would total approximately 65,000 square feet. The pool deck area would be roughly 15,500 square feet and the remaining outdoor amenities would total about 3,000 square feet. Private balconies would add another 16,800 square feet of usable open space. Exterior open space would total approximately 100,300 square feet. Interior amenity space would include club rooms, gaming room, gym, conference rooms, dog spa, and bike café. One of the project's clubhouses would be 5,700 square feet and the other clubhouse would be roughly 1,100 square feet.

## 2.2.4 Architecture and Landscaping

As proposed, the design of project buildings incorporates and reflects a contemporary architectural style. Retail/amenity spaces have been incorporated into the ground floor of several of the buildings (a total of seven discontinuous buildings are proposed); however, the majority of the project would support residential uses. The proposed buildings include a variety of architectural materials, building planes, and ground-level pedestrian-scale facades (Figure 2-5). Building design alternates different textures, colors, and materials, and distinctive architectural treatments have been developed with the intent to add visual interest and avoid repetitive facades. The proposed color palette would be primarily off-white and grey, with teal accents around some patios (Figure 2-5). The exterior materials to be used would include primarily plaster, with accents consisting of faux wood lap siding along balconies, concrete masonry unit walls along patios, and metal awnings. Building heights would accommodate four-story buildings up to a maximum of 50 feet tall. Each building level would be approximately 9 feet tall. The garages would be incorporated into each building and would be rear-facing or face away from future S. Oceanside Boulevard and Crouch Street. The residential street or pedestrian-oriented facades would include a grey exterior plaster with heavy landscaping to visually split the building and provide a pedestrian orientation, while the proposed retail area would include grey lap siding and faux wood lap siding, large storefront windows, and signage to set it apart from the residential and demarcate retail entryways and attract visitors.

The project design and architecture (Figure 2-5) is proposed to reflect the City's beach atmosphere and coastal setting. The main entry and retail plaza is intended to be reminiscent of a pier, the stormwater treatment features as a marsh, the pool and associated outdoor open space as a lagoon, outdoor seating and lounge area as a dune, dog park as a bluff overlook, and fitness loop as a coastal sage upland native habitat area. To achieve this, the project includes enhanced landscaping materials throughout the proposed development area as shown on

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<sup>1</sup> For purposes of identifying the number of trips generated by the project, the reports assume that all 3,000 square feet of the retail area would be restaurant uses, which generates a higher trip demand than other potential commercial/retail uses.

Figure 2-6. Plantings would include deer grass, manzanita, agave, sages, rosemary and yucca species. Trees would include peppermint willow (*Agonis flexuosa*), strawberry tree (*arbutus marina*), western redbud (*Cercis occidentalis*), London plane tree (*Platanus acerifolia* 'bloodgood'), western sycamore (*Platanus racemose*), date palm (*Phoenix dactylifera*), coast live oak (*Quercus agrifolia*), African sumac (*Searsia lancea*), and Washington palm hybrid (*Washingtonia filabusta*). Refer to Figure 2-6 for the detailed list of species and planting locations.

## 2.2.5 Parking

Parking would be provided within private garages, covered carports, and standard surface spaces (Figure 2-4). The project would include 466 residential parking spaces and 10 commercial/retail spaces for a total of 476 parking spaces. The project has been designed to exceed parking requirements for affordable housing projects as provided under state and City laws.

## 2.2.6 Access and Circulation

Currently the site is accessible from S. Oceanside Boulevard, which was partially improved west of Crouch Street by NCTD to provide access to the Crouch Street Sprinter Station. The project proposes to extend S. Oceanside Boulevard from its terminus west of the project site through the project site, connecting to Crouch Street (Figure 2-7, S. Oceanside Boulevard Improvements). This extension would include a 46-foot ROW dedication along the northern site frontage, with a 36-foot curb-to-curb roadway including 18-foot travel lanes with shared lane markings (sharrows) to provide bicycle circulation and a widened 6-foot sidewalk and 4-foot landscape area on the southerly side of S. Oceanside Boulevard. In addition, the current segment of S. Oceanside Boulevard between the project site and Sprinter Station driveway segment would be increased to 56 feet wide so the roadway area could be widened by 14 feet for a turn lane and a 5-foot-wide sidewalk could be added on the south side. No sidewalk would be provided along the north side of S. Oceanside Boulevard per the Wildlife Agencies, as pedestrian access adjacent to the biologically sensitive area of Loma Alta Creek area is discouraged (see Section 2.1.5, Site Constraints). The extension of S. Oceanside Boulevard would result in 0.22 acres of off-site impacts in areas of public ROW.

In addition to the S. Oceanside Boulevard improvements, the project would include improvements to Crouch Street east of the project site. These improvements would involve construction of a 5-foot raised sidewalk and installation of curb and gutter on Crouch Street along a portion of the project boundary.

## 2.2.7 Utilities

As detailed in the Water Systems Analysis (Appendix L1) and Sewer System Analysis (Appendix M) prepared by Dexter Wilson, the project would include all sewer and water infrastructure improvements needed to service the project.

The project is located in a predominantly developed and urban setting in the City with services and infrastructure available in the project vicinity. The project would include a connection to the City's 10-inch-diameter sewer main in S. Oceanside Boulevard and 8-inch-diameter sewer line that runs along the western side of the site at the northwest corner of the site within S. Oceanside Boulevard. From this connection, the project proposes to extend an 8-inch-diameter public gravity sewer line through S. Oceanside Boulevard to the eastern terminus of the roadway near Crouch Street. The project would connect its private sewer system to this proposed 8-inch-diameter line by extending two sewer lines into the project site at each proposed driveway, through the proposed parking lot, to the proposed buildings.

Existing water services are provided by the City's Water Utilities Department. The project would install a 12-inch water line in S. Oceanside Boulevard, connecting from the existing 8-inch-diameter line in Skylark Drive to the existing 10-inch line near Union Plaza Court. Four public fire hydrants are proposed to be installed off the new 12-inch main. The project would involve an easement vacation and abandonment for part of the existing 12-inch-diameter water line that extends north-south through the project site from Grandview Avenue to S. Oceanside Boulevard. The buildings fronting on S. Oceanside Boulevard would directly connect to the water line, while the on-site private waterlines would be extended through the parking lot to the non-frontage building. A 10-inch-diameter fire water line loop would be provided on site that connects to the proposed 12-inch-diameter line in S. Oceanside Boulevard at the proposed driveways.

Due to the disconnection of the existing 12-inch water line between Grandview Avenue and S. Oceanside Boulevard, the project would include off-site water system improvements to ensure adequate water pressure is maintained. To accomplish this, the project would repair or restore the 12-inch abandoned line in Parkwood Lane between Beechwood Lane and Blue Springs, which is generally shown in Figure 2-8, Off-Site Water System Improvements. See Section 6.19, Utilities and Service Systems, for additional information.

The on-site storm drain system would include a runoff collection network within the development area that would treat runoff in biofiltration basins and modular wetland systems and through landscaped area, convey the flows to the underground detention within the parking lot area, and discharge to Loma Alta Creek similar to the existing conditions. The proposed on-site stormwater system would discharge to Loma Alta Creek at the northwestern corner of the site and near the eastern main driveway. Loma Alta Creek flows to Loma Alta Slough and eventually the Pacific Ocean. As the downstream waters are Section 303(d)-listed as impaired, the storm drain system has been designed to target pollutants of concern for downstream waters in addition to controlling runoff rates to pre-existing levels (Appendices H1, Drainage Study, and I, Stormwater Quality Maintenance Plan).

Related to electrical, the project includes two easement vacations and relocation of San Diego Gas & Electric Company lines that currently exist in the center of the site. These overhead electrical lines would be relocated into Crouch Street. Additional utility improvements would provide for dry utilities, including telephone, cable, and internet infrastructure, to be extended to the project site during trenching. Utilities would be extended easterly from the terminus of existing S. Oceanside Boulevard or from Oceanside Boulevard via Crouch Street southerly to the project site.

## 2.2.8 Construction Details

The proposed project includes minor demolition, grading remediation, grading, and construction. The proposed development and remediation activities are expected to take approximately 21 months and would be completed in a single phase. The project construction schedule is provided in Section 3.3, Air Quality, and has been analyzed herein.

The project would require minor demolition consisting of hardscape removal for the installation of utility connections in S. Oceanside Boulevard and Crouch Street. In addition, the project would include the demolition of overhead powerlines.

Portions of the site were previously graded in 1964 and again in 1985 in anticipation of development and a pad was created where the development is proposed. Additional grading would be required to complete the proposed project (Figure 2-9, Grading Plan). This grading would cover approximately 9.9 acres of the site and would involve 13,600 cubic yards of cut and 3,500 cubic yards of fill with a net export of 10,100 cubic yards. Maximum cut slopes would be 6 feet in height and maximum fill slopes would be 4 feet, with a maximum 2 to 1 cut-slope and fill-slope ratio.

## 2.2.9 Project Design Features

The Project Applicant would include the following project design features (PDFs) into the design and implementation of the project that would reduce or negate potential impacts:

### PDF-AQ-1: Dust Control

The project shall include design features related to dust control in compliance with the San Diego Air Pollution Control District Rule 55. Compliance with the following dust control measures shall be identified on grading plan approvals:

1. During clearing, grading, earth-moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems shall be used to prevent dust from leaving the site and to create a crust after each day's activities cease.
2. During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas later in the morning, after work is completed for the day, and whenever winds exceed 15 miles per hour during active operations.
3. Watering of active disturbance areas, including active grading areas and unpaved roads, would occur approximately every 2 hours of active operations, approximately 3 times per work day (at a minimum).
4. Comply with San Diego County Air Pollution Control District Rule 55.
5. Speeds on unpaved roads shall be reduced to less than 15 miles per hour.
6. All grading and excavation operations shall be halted when wind speeds exceed 25 miles per hour.
7. Dirt and debris spilled onto paved surfaces at the project site and on the adjacent roadways shall be swept, vacuumed, and/or washed at the end of each workday.
8. Maintain and properly tune construction equipment in accordance with the manufacturers' specifications.
9. Monitor idling time of diesel-powered construction equipment and limit to no more than 2 minutes.
10. Use late model engines in on- and off-road equipment.
11. Use low emission diesel products and/or alternative fuels in on- and off-road equipment.
12. Use engine retrofit technology to control emissions from on- and off-road equipment.
13. All trucks hauling dirt, sand, soil, or other loose material to and from the construction site shall be covered and/or a minimum 2 feet of freeboard shall be maintained.

### PDF-BIO-1: Biological Resource Minimization Measures

Section 5.2.8 of the Oceanside Subarea Plan includes minimization measures that would be required to be implemented by the proposed project. These minimization measures, as follows, are required of all projects that may impact biological resources within the City:

1. The Project Applicant shall temporarily fence (with silt barriers) the limits of project impacts (including construction staging areas and access routes) to prevent additional habitat impacts and prevent the spread of silt from the construction zone into adjacent native habitats to be preserved. Fencing shall be installed in a manner that does not impact habitats to be preserved. If work occurs beyond the fenced or demarcated limits of impact, all work shall cease until the problem has been remedied to the satisfaction of the Wildlife Agencies. Temporary construction fencing shall be removed upon project completion.

2. If night work is necessary, night lighting shall be of the lowest illumination necessary for human safety, selectively placed, shielded, and directed away from natural habitats.
3. The biological monitor shall prepare periodic construction monitoring reports and a post-construction report to document compliance.
4. The Project Applicant shall ensure that the following conditions are implemented during project construction:
  - a. Employees shall strictly limit their activities, vehicles, equipment, and construction materials to the fenced project footprint.
  - b. To avoid attracting predators of covered species, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site.
  - c. Pets of project personnel shall not be allowed on the project site.
  - d. Disposal or temporary placement of excess fill, brush, or other debris shall not be allowed in waters of the United States or their banks, except as authorized by the applicable regulatory agencies.
  - e. All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other such activities shall occur in designated areas outside of waters of the United States within the fenced project impact limits. These designated areas shall be located in previously compacted and disturbed areas to the maximum extent practicable in such a manner as to prevent any runoff from entering waters of the United States and shall be shown on the construction plans. Fueling of equipment shall take place within existing paved areas greater than 100 feet from waters of the United States. Contractor equipment shall be checked for leaks prior to operation and repaired as necessary. "No-fueling zones" shall be designated on construction plans.

### **PDF-GEO-1: Geotechnical Report Recommendations**

The Geotechnical Report and Updated Geotechnical Report (Appendices D1 and D2) include project design recommendations pursuant to California Building Code, the City of Oceanside Building Code, and the City of Oceanside Grading Regulations Manual. The project shall be required to comply with the recommendations of the Geotechnical Reports as a condition of approval.

### **PDF-GHG-1: Sustainability Measures<sup>2</sup>**

The proposed project would implement PDFs specifically chosen to reduce both greenhouse gas and air quality emissions. These PDFs would promote sustainability through site design that would conserve energy, water, open space, and other natural resources.

1. The project would install low flow water fixtures in all residential units and retail area.
2. All lighting within the project will be designed using LED technology for both indoor and outdoor areas.
3. The project would provide separate waste containers to allow for simpler material separations, or the project would pay for a waste collection service that recycles the materials in accordance with Assembly Bill 341 to achieve a 75% waste diversion. 100% of all green waste will be diverted from landfills and recycled as mulch and used on site.
4. The project would not install hearth (fireplace) options in residential units.

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<sup>2</sup> PDF-GHG-1.1 through PDF-GHG-1.7 have been quantified in this analysis, while PDF-GHG-1.8 through PDF-GHG-1.16 are not specifically analyzed quantitatively in this analysis. As a result, the proposed project emissions are conservative.

5. The project would install water efficient/drought tolerant and/or native landscape, use smart evapotranspiration controllers, would use reclaimed water on non-agricultural project landscaping areas and would limit conventional turf.
6. The project would install 413 kilowatts of solar within the development.
7. The project would meet all Electric Vehicle Charging Station requirements and will install 35 electric vehicle charging stations.
8. The project is a mixed use, transit-oriented development community which is located within walking distance to Crouch Street Rail station and is within walking distance to other existing retail and commercial areas.
9. The project would comply with ENERGYSTAR appliance requirements and would meet ENERGYSTAR for Homes.
10. The project would be required to utilize California Air Resources Board–certified level Tier 3 construction Equipment with Diesel Particulate Filters attached or equivalent.
11. The project would install high-efficiency heating, ventilation, and air conditioning systems.
12. Implementation of a Transportation Demand Management Plan.
13. The project would unbundle parking from apartment units and charge a monthly fee for each parking space.
14. Bike-share program for residents to utilize community-provided bikes to reach local destinations.
15. Transit pass subsidies for employees of the project in the retail/commercial area
16. New resident information packets about vehicle miles traveled reductions such as the San Diego Association of Governments iCommute program and North County Transit District Sprinter and Coaster schedules.

### **PDF-NOI-1: Interior Noise Analysis**

Prior to the issuance of building permits, an interior noise analysis shall be conducted by the Project Applicant for the proposed buildings along S. Oceanside Boulevard. The report shall demonstrate that the architectural and building plans will meet the City's established interior noise limit of 45 A-weighted decibels Community Noise Equivalent Level for residential uses. This noise analysis and implementing measure is a standard City requirement and a condition of approval for residential projects.

### **PDF-TR-1: Traffic Control Plan**

During the proposed roadway improvements, the project shall implement a traffic control plan to ensure continued access through the area. This traffic control plan is a standard City requirement and a condition of approval required for projects that involve improvements within a right-of-way or access easement and would be subject to approval by the City Traffic Engineer.

### **PDF-TR-2: S. Oceanside Boulevard Improvements**

The project shall provide a 46-foot right-of-way (ROW) dedication for the extension of S. Oceanside Boulevard along the northern site frontage, between the current terminus of S. Oceanside Boulevard and the Crouch Street Sprinter Station, with a 36-foot curb to curb roadway (including a shared drive-lane and bike lane), a 6-foot-wide sidewalk, and 4-foot-wide landscape area on the south side. The ROW widens from 46 feet to 56 feet adjacent to the Crouch Street Sprinter Station to accommodate the existing 5-foot-wide sidewalk and 5 feet of landscape/setback on the northern side of S. Oceanside Boulevard.

## PDF-UTL-1: Solid Waste Diversion

The project shall comply with the following measures to reduce and minimize project-generated solid waste:

1. Prepare and apply a waste management plan that reuses and minimizes construction and demolition debris and increases diversion of construction and demolition waste from landfills to recycling facilities.
2. Implement source reduction through (1) using materials that are more durable and easier to repair and maintain, (2) designing to generate less scrap material through dimensional planning, (3) increasing recycled content, (4) using reclaimed materials, and (5) using structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).
3. Develop an indoor recycling program and space.

## 2.3 Discretionary Actions and Approvals

To allow for the proposed development, the Project Applicant is requesting the following discretionary approvals:

1. **Mixed-Use Development Plan.** The portion of the project site designated to be developed for apartments and commercial retail uses is zoned for Community Commercial and designated by the City's General Plan for the same use. As permitted under Section 1120 of the City's Zoning Ordinance, Mixed Uses are permitted within the Community Commercial zone subject to a Mixed-Use Development Plan. Therefore, the project proposes a Mixed-Use Development Plan, which would establish the design standards, density, setbacks, and other development regulations. Mixed-Use Development Plans are subject to conformance with Section 4300 et. seq. of the City's Zoning Ordinance.
2. **Density Bonus.** The project is a Density Bonus project that proposes to reserve 10% of the total units as affordable to households who qualify as "low income."
3. **Easement Vacations.** There are various existing easements across the project site that require vacations and replacements to reflect proposed utilities after construction. This includes, but is not limited to, sewer, water, storm drain, electrical, gas, communications (phone, internet, cable), and roadways.
4. **Conditional Letter of Map Revision/Letter of Map Revision.** A portion of the project site is located within the 100-year floodplain. To develop habitable structures on those portions of the project site, the floodplain must be revised through the Federal Emergency Management Agency process of filing a Conditional Letter of Map Revision, followed by a Letter of Map Revision, which shall officially re-map the floodplain in accordance with the Hydrology Report and Grading Plan for the project.
5. **California Department of Fish and Wildlife Review and/or Approval.** Due to the proposal to restore and enhance vegetation within Loma Alta Creek and to remove invasive species therein, the project would be required, at a minimum, to notify the California Department of Fish and Wildlife of these activities. While the project would not propose any grading or other improvements within the "bed and bank" of Loma Alta Creek, a Streambed Alteration Agreement may be required to perform such restoration and enhancement activities within the Loma Alta Creek drainage.
6. **Adoption of the Sustainable Communities Environmental Assessment (SCEA).**
7. **Approval of other permits, ministerial or discretionary, as necessary.** Other permits, ministerial or discretionary, may be necessary pursuant to various sections of the Oceanside Municipal Code to execute and implement the project. Such approvals may include, but are not limited to, landscaping plan approvals,

stormwater discharge permits, public improvement approvals, installation and hookup approvals for public utilities, haul route approvals, and related permits.

## 2.4 Related Projects

State CEQA Guidelines Section 15063(b) requires that Initial Studies consider the environmental effects of a proposed project individually as well as cumulatively. Cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (14 CCR 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts (14 CCR 15130[b][1][A]).

SCEAs tier from the cumulative analyses performed by a metropolitan planning organization (in San Diego, this entity is the San Diego Association of Governments), which are intended to address and reduce specific cumulative environmental impacts (including transportation and greenhouse gases). California Public Resources Code, Section 21159.28, provides that an SCEA for a residential/mixed-use project that is consistent with the land use designation, density, building intensity, and applicable policies specified for the project area in a Sustainable Communities Strategy that was found to achieve the greenhouse gas emissions reduction targets, and that incorporates all applicable mitigation measures required by the Regional Transportation Plan/Sustainable Communities Strategy Environmental Impact Report, is “not required to reference, describe, or discuss (1) growth inducing impacts; or (2) any project specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network.” Therefore, this SCEA includes an analysis of project specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming and the regional transportation network for informational purposes only.

All projects that could produce a related or cumulative impact on the local environment when considered in conjunction with the proposed project are included in this SCEA. For an analysis of the cumulative impacts associated with these related projects and the proposed project, cumulative impact discussions are provided under each individual environmental impact category in Chapter 6, Sustainable Communities Environmental Analysis.

Table 2-1 lists 42 projects, including all proposed or reasonably foreseeable projects within the City’s study area that are expected to be completed by the anticipated project buildout and occupancy. This list was created based on the City’s E-Trackit Geographic Information System (City of Oceanside 2021) accessed on April 2, 2021. It is noted that each analysis included in the SCEA may utilize a cumulative study area that is tailored to the issue topic, as cumulative issues combine differently depending on the issue.

The list of related projects is not intended to be an exhaustive list of projects that may occur during the construction period, which cannot be known in an absolute way. Instead, the list is intended to demonstrate the reasonably anticipated magnitude of development that may occur in the study area during this period based on projects currently on file with the City. Furthermore, the related projects list provides a conservative analysis as it is unlikely that all of the projects on the list would be developed due to various circumstances that could arise during the typical planning process. The locations of the related projects are shown on Figure 2-10, Related Projects.

**Table 2-1. List of Related Projects**

Map ID	Project #	Location	Project Summary	Units	Status
1	ACUP21-00002	Union Plaza Court	Charter school	0	Approved
1	RD17-00002	519 N. Tremont Apartments	Construction of a 3-unit apartment development	3	Approved
2	RD17-00005	Boutique Hotel	10-unit boutique hotel within an existing building	N/A	Approved
3	RD18-00001	Marriott Residence Inn & Restaurant	To demolish an existing hotel and restaurant to enable the construction of a new 117-unit hotel with event space and restaurant	N/A	Approved
4	RD18-00002	901 Pier View Way Mixed-Use Project	Proposed 4-story mixed-use building with 12 residential units and 2,000 square feet of commercial space on a 0.41-acre parcel	12	Approved
5	RD19-00002	Sunsets	A vertical mixed-use project consisting of a single 6-story, 137,000-square foot building with 76 apartment units and 1,736 square feet of commercial space on a 20,392-square foot lot	76	Approved
6	RD19-00005	705 N. Pacific Condos	Demo existing structure; build new two-story duplex	2	Under Review
7	RD20-00003	806 N. Cleveland Apt.	Demolition of an existing residence with detached garage and construction of a three-unit apartment building	3	Under Review
8	RD20-00004	Starbucks at 801 N. Coast Hwy	Drive-through Starbucks coffee restaurant	N/A	Under Review
9	REXT17-00002	Belvedere Mixed-Use Project	Time extension for the Belvedere Mixed-Use Project	N/A	Approved
10*					
11	RP17-00002	812 N. Cleveland Condos	Three-unit condo development	3	Approved
12	RP17-00003	508 N. Tremont Condos	To develop a three-unit condo development	3	Approved
13	RP17-00004	152 S. Myers Street Condos	Two-unit condo development	2	Approved
14	RP19-00001	146 S. Myers Condominiums	Proposed construction of four condominium units within a new three-story freestanding building with roof top deck	4	Approved
15	RP20-00001	410 N. Tremont Street Condos	Three condominiums	3	Approved

**Table 2-1. List of Related Projects**

Map ID	Project #	Location	Project Summary	Units	Status
16	RRP17-00003	Plumeria Residence, 217 S. Pacific St.	Construction of a new single-family residence with the existing house to be converted to an accessory dwelling unit	1	Approved
17	RT19-00001	Alta Oceanside	A proposed 5-story mixed-use development project consisting of 5,615 square feet of ground floor commercial space and a total 309 residential rental units with 10 of the units being located in a freestanding 10-plex located on the southwest portion of the site	309	Approved
18	RT19-00002	513 N. Freeman 5 Unit Condos	Demolition of a single-family home and construction of a five-unit condo complex	5	Approved
19	RZA17-00001	522 N. Tremont Street Condos	Construct 2 single-family row homes and subdivide the lot into 2 2,500 square foot lots	2	Approved
20	T15-00003	Loma Alta 10	Ten-lot subdivision	10	Approved
21	T15-00006	Grandview Pointe, 1902 Grandview Street	A proposed 27-lot residential subdivision on approximately 7 acres	27	Approved
22	T15-00009	Emerald Ridge	Proposed 48-unit condominium project located at Sky Haven and Sunset	48	Approved
23	T16-00001	Myers 12 Condos	Coastal permit, tentative map, development plan for 12 single-family attached units in 6 separate duplexes	12	Approved
24	T17-00001	506, S. Cleveland Condos	Construction of seven condos	7	Approved
25	T17-00002	516 S. Cleveland Street Condos	Construction of seven condos	7	Approved
26	T17-00003	526 S. Cleveland Condos	Construction of seven condos	7	Approved
27	T17-00008	405 S. Tremont Condos	8-unit condo complex	8	Approved
28	T17-00010	Maison Modern	10-unit condo with ground level commercial space	10	Approved
29	T18-00001	809 S. Pacific	Create two additional residential units to existing four-unit residential unit over basement parking	4	Approved
30	T18-00002	301 West St. * Condos	Construct eight new, three-story attached residential condominium units on an existing site containing an unused condemned commercial building	8	Approved

**Table 2-1. List of Related Projects**

Map ID	Project #	Location	Project Summary	Units	Status
31	T18-00004	Greenbrier Mixed-Use Project	Proposed 4-story, 27,233 square foot mixed-use building consisting of 20 units and 2,459 square feet of commercial space on a 0.71-acre site	20	Withdrawn
32	T18-00005	Oceanside East Shopping Center	Proposed shopping center on a vacant 3.73-acre lot (split-zoned il and cg). Proposed uses include a gas station with convenience store, car wash, auto repair, two drive-through restaurants, a full-service restaurant and retail	N/A	Approved
33	T18-00006	Kelly St. Subdivision	12 single-family homes development	12	Under Review
34	T18-00008	South Pacific Shores	Demolition of an existing 10-unit apartment complex to enable the construction of a 9-unit attached condominium development	9	Approved
35	T19-00004	Ocean Kamp	Mixed use development with commercial and residential and an event center	700	Under Review
36	T20-00001	Barnwell Estates	A request to subdivide an existing four-lot subdivision into an eight-lot subdivision, with seven two-story single-family homes, an optional additional accessory dwelling unit	8	Under Review
37	T20-00004	833 S. Pacific 6 Condos	6 condos	6	Under Review
38	T20-00005	1602 S. Coast Hwy Mixed-Use Development	To develop a 54-unit condo development with 3,244 square feet of ground floor commercial with parking garage	54	Under Review
39	ZA16-00009	Riverview Springs	Add 47 dwelling units in 3 buildings to existing 358 dwelling-unit apartment complex	47	Approved
40	ZA17-00003	Arroyo Verde Commercial Center at Rancho del Oro	A new 27,200-square foot commercial retail center	N/A	Approved
41	ZA17-00004	Sudberry at El Corazon	Amendment of the El Corazon specific plan in order to adjust the land use area acreages, shift street "aa" to the east, and add the term "arenas" to the commercial recreation and entertainment definition of allowable uses.	N/A	Approved
42	ZA19-00005	Sandpiper Villa	Proposed zone amendment, development plan, and conditional use permit to allow the development of a 94-bed residential care facility, totaling approx. 60,000 square feet on a 2.02-acre site	N/A	Approved
<b>TOTAL</b>				<b>1,432</b>	

\* Project ID #10 was split into Project IDs #24, #25, and #26.

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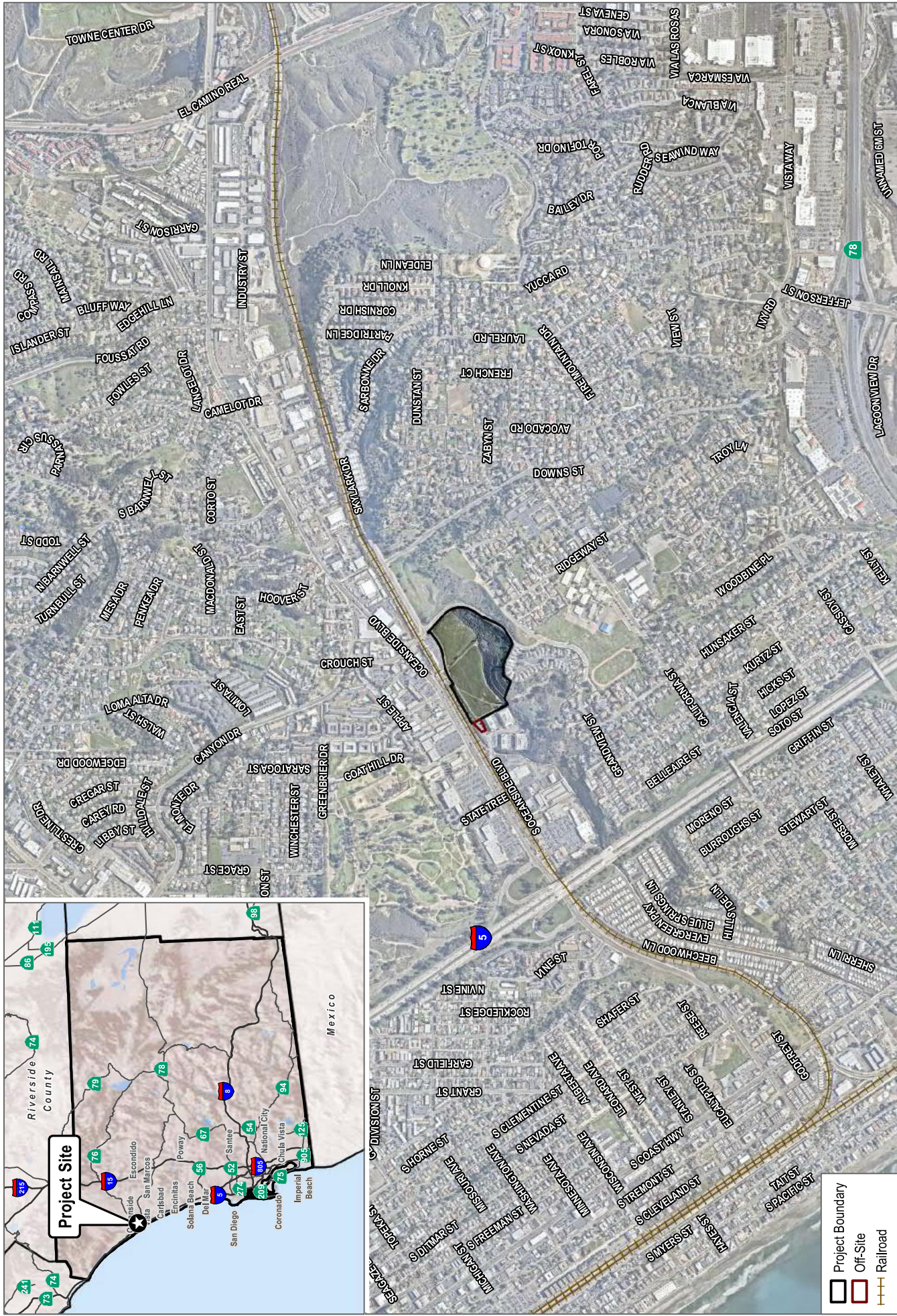


FIGURE 2-1

Project Location

Ocean Creek Mixed Use Apartments

SOURCE: SANGIS 2020, 2021



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**FIGURE 2-2**  
**Existing Conditions**  
 Ocean Creek Mixed Use Apartments

SOURCE: SANGIS 2020; 2021



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**FIGURE 2-3**  
**Existing Zoning**  
 Ocean Creek Mixed Use Apartments

SOURCE: City Oceanside 2022; SANGIS 2020; 2021

**DUDEK**

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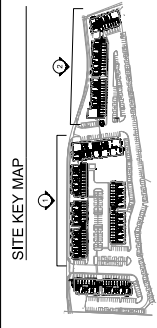


SOURCE: EPT Design, 2022

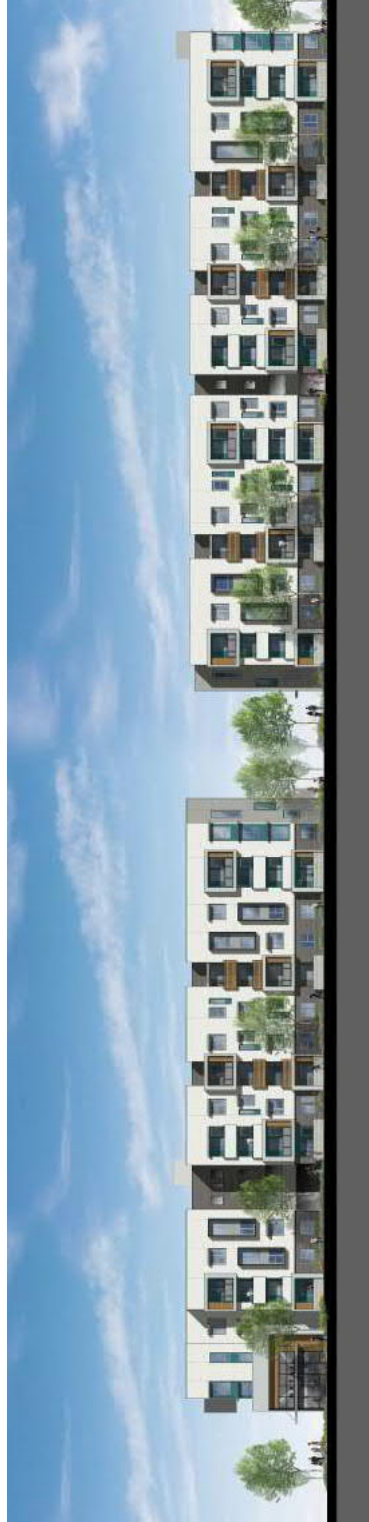
**DUDEK**

FIGURE 2-4  
Site Plan  
Ocean Creek Mixed Use Apartments

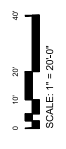
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STREET ELEVATION 2



STREET ELEVATION 1



SOURCE: Architecture Design Collaborative

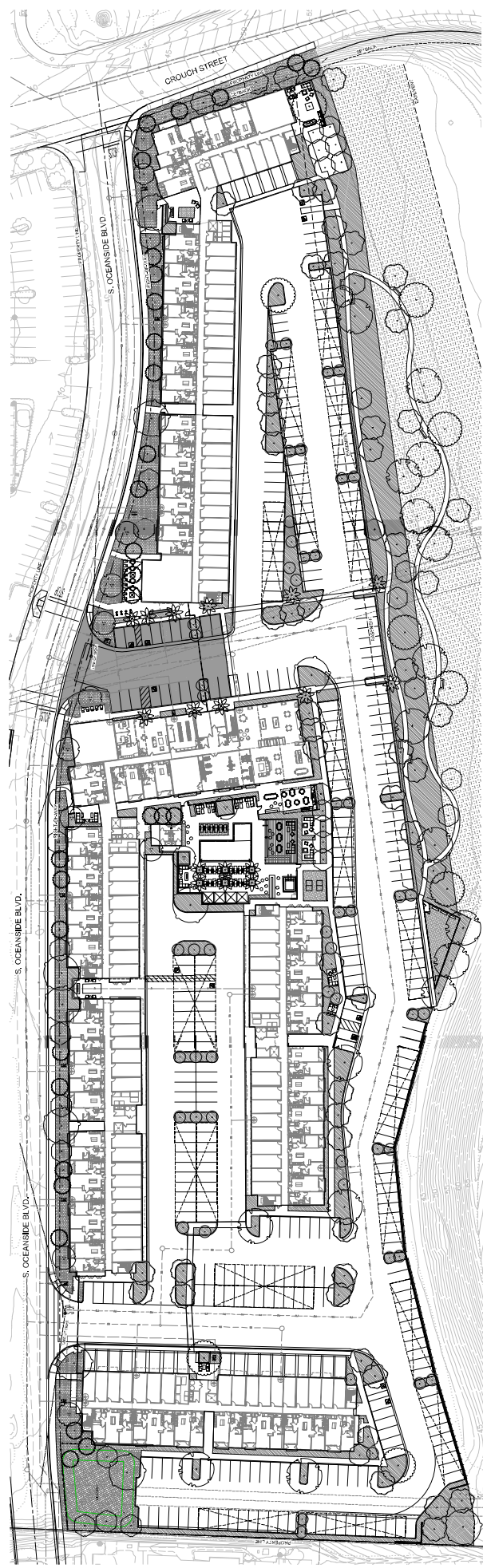


FIGURE 2-5

Architecture Plan

Ocean Creek Mixed Use Apartments

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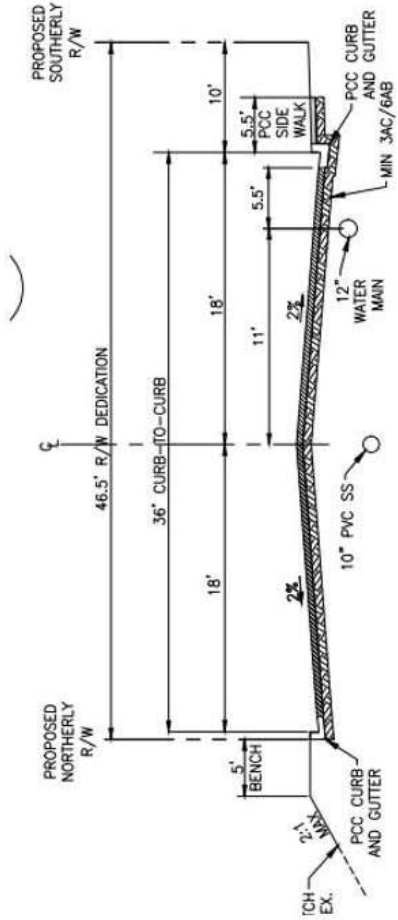
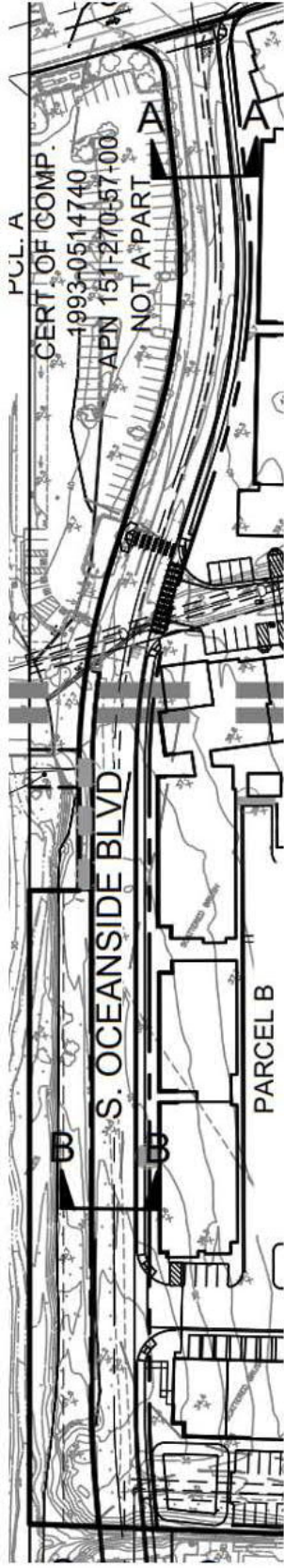
**PLAYING EQUIPMENT TYPE**

SYMBOL	NAME	SCALE	QTY	DT
1	MONUMENTAL PLANTER	80"	200	21
2	SMALL PLANTER	40"	200	21
3	PLANTER WITH BENCH	80"	200	14
4	PLANTER WITH BENCH	40"	200	14
5	PLANTER WITH BENCH	24"	200	45
6	PLANTER WITH BENCH	60"	200	34
7	PLANTER WITH BENCH	80"	200	34
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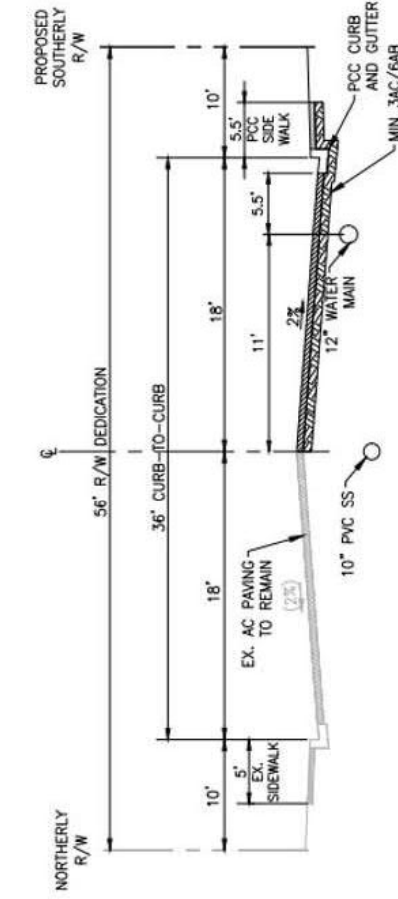
FIGURE 2-6  
Landscape Plan  
Ocean Creek Mixed Use Apartments



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S. Oceanside Boulevard Street Section  
(Western Boundary to NCTD Sprinter Station)



S. Oceanside Boulevard Street Section  
(NCTD Sprinter Station to Crouch Street)

FIGURE 2-7  
S. Oceanside Blvd. Improvements  
Ocean Creek Mixed Use Apartments

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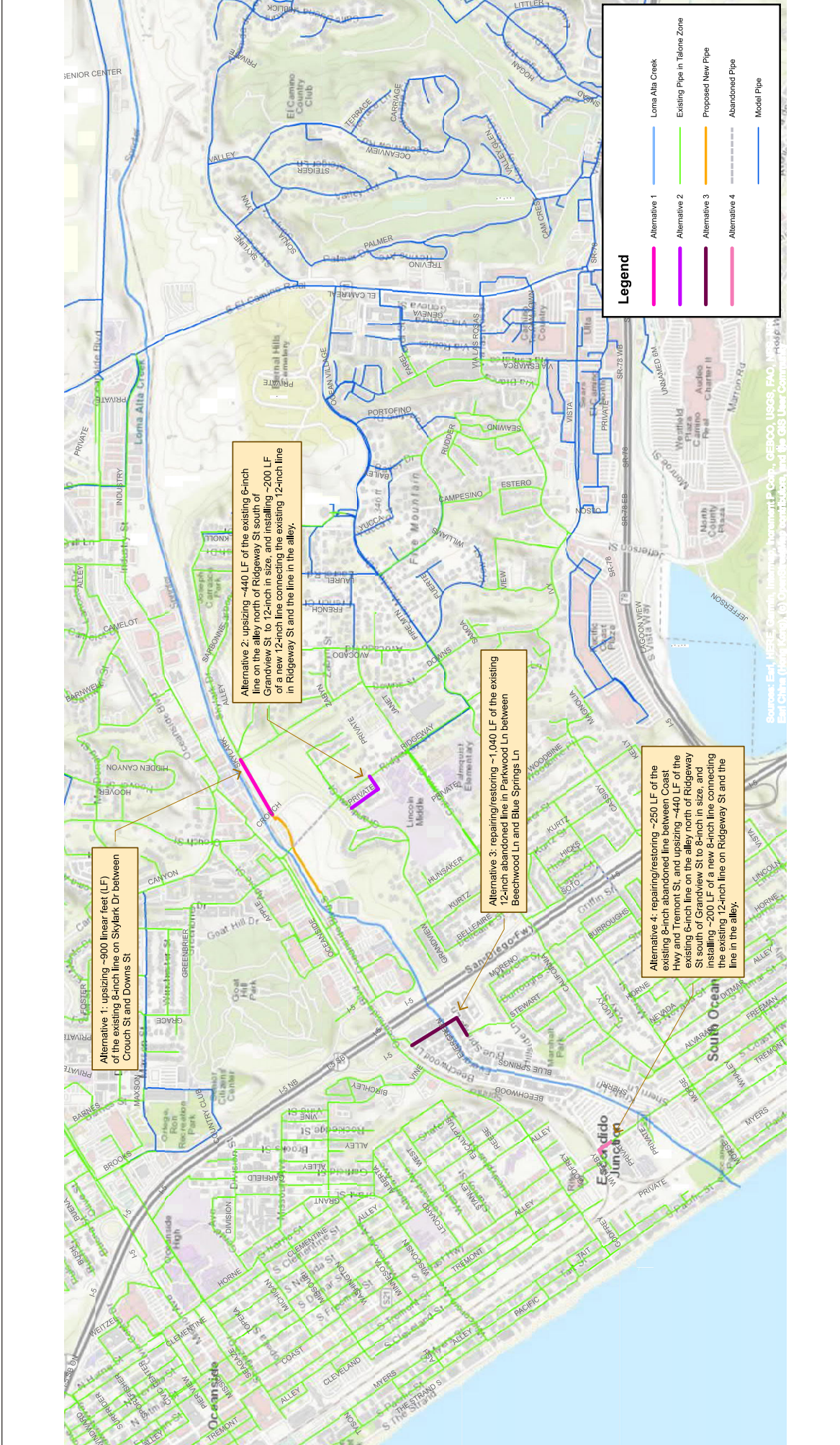


FIGURE 2-8  
Off-Site Water System Improvements  
Ocean Creek/Mixed Use Apartments

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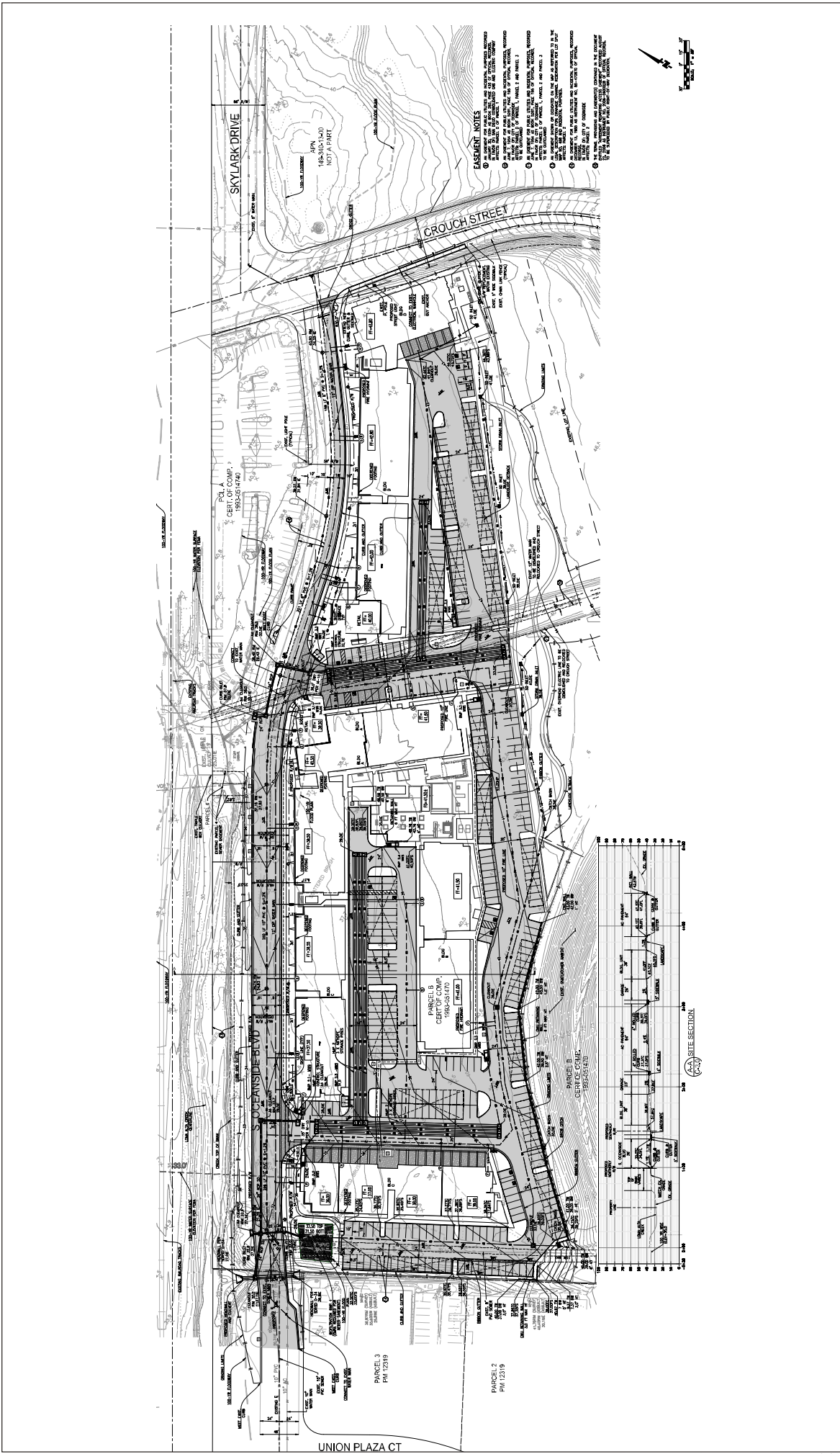


FIGURE 2-9  
Grading Plan  
Ocean Creek Mixed-Use Apartments

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- ▭ Project Boundary
- ▭ City of Oceanside
- Cumulative Projects
- Approved Projects
- 1 - RD17-00002
- 2 - RD17-00005
- 3 - RD-18-00001
- 4 - RD18-00002
- 5 - RD19-00002
- 9 - REX117-00002
- 11 - RP-17-00002
- 12 - RP-17-00003
- 13 - RP-17-00004
- 14 - RP19-00001
- 15 - RP20-00001
- 16 - RRP17-00003
- 17 - RT19-00001
- 18 - RT19-00002
- 19 - RZA17-00001
- 20 - T15-00003
- 21 - T15-00006
- 22 - T15-00009
- 23 - T16-00001
- 24 - T17-00001
- 25 - T17-00002
- 26 - T17-00003
- 27 - T17-00008
- 28 - T17-00010
- 29 - T18-00001
- 30 - T18-00002
- 32 - T18-00005
- 34 - T18-00008
- 39 - ZA16-00009
- 40 - ZA17-00003
- 41 - ZA17-00004
- 42 - ZA19-00005
- Projects Under Review**
- 6 - RD-19-00005
- 7 - RD20-00003
- 8 - RD20-00004
- 33 - T18-00006
- 35 - T19-00004
- 36 - T20-00001
- 37 - T20-00004
- 38 - T20-00005
- Withdrawn Projects**
- 31 - T18-00004

SOURCE: City of Oceanside 2021; SANGIS 2020, 2021



**FIGURE 2-10**  
Related Projects  
Ocean Creek Mixed Use Apartments

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# 3 SCEA Criteria and Transportation Priority Project Consistency Analysis

As discussed in Section 1.2.1, Transit Priority Project Criteria, Senate Bill (SB) 375 provides CEQA streamlining benefits to qualifying transit priority projects (TPPs). For purposes of projects in the San Diego Association of Governments (SANDAG) region, a qualifying TPP is a project that meets the following four criteria (see California Public Resources Code, Section 21155[a] and [b]):

1. Is consistent with the general use designation, density, building intensity, and applicable policies of the qualifying SCS [San Diego Forward: The Regional Plan];
2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
3. Provides a minimum net density of at least 20 dwelling units per acre; and
4. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

Sections 3.1 through 3.4 analyze the qualifications of the proposed Ocean Creek Mixed Use Project (project) as a TPP pursuant to the criteria set by California Public Resources Code, Section 21155.

## 3.1 Criterion No. 1: Project Consistency with Use Designation, Density, Building Intensity, and applicable Policies Specified for the Project Area in San Diego Forward: The Regional Plan.

SANDAG is the metropolitan planning organization for the County of San Diego (County), as well as the 18 local incorporated cities within the County. The SANDAG Board of Directors adopted the first 2050 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) on Friday, October 28, 2011. That RTP/SCS (or the Regional Plan) provided for regional planning pursuant to SB 375 and Assembly Bill 32 and demonstrates that the region will meet or exceed state mandated greenhouse gas (GHG) reduction targets.

The Regional Plan is updated every 4 years with each plan building on the prior adopted plan to adjust measures and provide conformity for transportation, air quality, and GHG target updates. Accordingly, SANDAG approved updates in 2015 via San Diego Forward: The 2015 Regional Plan (SANDAG 2015a). The SCS was updated in 2015 with strategies that support the 2015 San Diego Forward Plan (SANDAG 2015b). The California Air Resources Board completed an evaluation of the SCS (SANDAG 2015b) and issued Executive Order G-15-075 accepting SANDAG's determination that the SCS would meet the region's GHG-reducing targets (CARB 2015).

Most recently, SANDAG adopted the 2021 Regional Plan on December 21, 2021. The 2021 Regional Plan provides a long-term blueprint for the San Diego region that seeks to meet regulatory requirements, address traffic congestion, and create equal access to jobs, education, healthcare, and other community resources (SANDAG

2021a). The plan is the result of years of planning, data analysis, and community engagement to reimagine the San Diego region with a transformative transportation system, a sustainable pattern of growth and development, and innovative demand and management strategies.

The 2021 Regional Plan includes an SCS, as required by California SB 375 (2008), for the San Diego region. This SCS describes coordinated transportation and land use planning that exceeds the state’s target for reducing per capita GHG emissions set by the California Air Resources Board. The state-mandated target is a 19% reduction—compared with 2005—in per capita GHG emissions from cars and light-duty trucks by 2035. The 2021 Regional Plan achieves a 20% reduction by then.

The 2021 Regional Plan also puts forth a forecasted development pattern that is driven by regional goals for sustainability, mobility, housing affordability, and economic prosperity. As shown in Table 4-1, the project has incorporated feasible mitigation measures from the 2021 Regional Plan’s Program Environmental Report Mitigation Monitoring and Reporting Program.

### Use Designation, Density, and Building Intensity

As described above, the qualifying SCS in the San Diego region is the 2021 Regional Plan. The Regional Plan is based on the SCS Land Use Pattern. As described in the 2021 Regional Plan Program Environmental Impact Report (PEIR), SB 375 requires the SCS to include a pattern for forecasted growth and development that accomplishes the following:

- Achieves the regional GHG reduction targets when combined with the transportation network
- Accommodates the Regional Housing Needs Allocation (RHNA) determination
- Utilizes the most recent planning assumptions

To accomplish these requirements under SB 375, the SCS land use pattern concentrates development into either “Mobility Hub” or “Smart Growth Opportunity Areas”. As explained in the 2021 Regional Plan PEIR Project Description (SANDAG 2021b):

The SCS land use pattern uses Mobility Hubs to concentrate future development. Mobility Hubs are incentivized land uses and transportation infrastructure that maximize the connectivity of the transportation system set out in the proposed Plan. Mobility Hubs are proposed for communities with a high concentration of people, destinations, and travel choices where densification is envisioned in the SCS, subject to approval of local jurisdictions. . . .

In the SCS land use pattern, forecasted housing unit and job growth are within these areas of the region, which overlap with areas identified by local jurisdictions for increased density such as Smart Growth Opportunity Areas and transit priority areas. Additionally, the SCS land use pattern identifies areas within the region sufficient to house the 6th Cycle RHNA Plan allocations. The adopted 6th cycle RHNA Plan for the San Diego region, which is a component of the proposed Plan’s SCS, covers the 8-year period from 2021 through 2029. (Regional Plan PEIR , page 2-43)

The 2021 Regional Plan, Chapter 2: Sustainable Communities Strategy – A Framework for the Future, states that:

The RHNA Plan informed development of the SCS land use pattern, setting forth a forecasted development pattern for the region. The SCS land use pattern identifies areas within the region sufficient to house the projection of regional housing need determined by the California Department

of Housing and Community Development, considers state housing goals, includes housing unit assumptions for each jurisdiction that meet the housing unit allocations in the RHNA Plan, and prioritizes Mobility Hub areas and Smart Growth Opportunity Areas for future development.

Appendix F to the 2021 Regional Plan is the Regional Growth Forecast and Sustainable Communities Strategy Land Use Pattern. This appendix to the 2021 Regional Plan explains the data, assumptions, and results of the Series 14 Regional Growth Forecast and the SCS land use pattern. As described therein, “the SCS land use pattern is a subregional allocation of forecasted growth and development (population, housing, and jobs) based on the Series 14 Regional Growth Forecast. Data used to develop the SCS land use pattern are based on the most recent planning assumptions, considering local general plans and other factors, per California Senate Bill 375 (Steinberg, 2008) (SB 375) (Government Code Section 65080[b][2][B]).” (SANDAG 2021c)

The Regional Growth Forecast includes the forecast of population, jobs, and housing units for the entire region, which are then allocated to the subregional areas using the most recent planning assumptions considering local general plans and other factors. To determine the subregional projections (SANDAG 2021c),

SANDAG staff worked with the region’s 18 cities, the County of San Diego, and other agencies that manage land use (e.g., the Department of Defense, tribal governments) to understand local land use plans and policies, including general plans, community plans, or specific plans, as well as constraints to development (e.g., floodplains, steep slopes, habitat preserves, historic districts, etc.) and permitted projects in the development pipeline. That detailed land use information, along with information on proximity to existing job centers and historical development patterns, is incorporated into the future development and redevelopment projections that comprise the subregional projections. The allocation of housing units to subregional areas represents general areas projected for future growth and not precise locations for future housing development or type of housing units.

The result is the SCS land use pattern, a subregional allocation that is a vision for land use in the region, which includes data and assumptions that help meet goals for GHG emissions reductions and assess transportation investments in the region. Consistent with the 2021 Regional Plan PEIR Project Description, the SCS land use pattern, and the Regional Growth Forecast, areas within the region sufficient to house the 6th Cycle RHNA Plan allocations were identified. The SCS land use pattern accommodates the 6th Cycle RHNA allocations between 2020 and SCS target year 2035 (SANDAG 2021c).

The proposed project is consistent with the 2021 Regional Plan, the SCS land use pattern, and the projections in the Regional Growth Forecast for three reasons.

Primarily, the City of Oceanside’s Fifth Cycle Housing Element, dated April 17, 2013, identified the project site as potentially accommodating 451 dwelling units based on a density of 25 dwelling units per acre. (Table B-7 in City of Oceanside 2013). Thereafter, a project application was filed on March 10, 2020, for the proposed project. The application proposed 295 units, which was within the density anticipated by the City’s Fifth Cycle Housing Element.

SANDAG subsequently prepared up update to the Regional Housing Needs Assessment and allocated each jurisdiction’s fair share to be adopted into the 6th Cycle Housing Element Updates.

In June, 2021, the City of Oceanside City Council adopted the City’s 6th Cycle Housing Element Update for the period from 2021 to 2029. In accordance with the RHNA, the 6th Cycle Housing Element Update identifies capacity

in the City to accommodate 5,443 dwelling units as shown in Table 21 of the Housing Element Update (City of Oceanside 2021). Appendix B, Land Inventory, of the Housing Element, provides the analysis of potential sites to demonstrate the City's ability to meet its fair share of the RHNA.

Section A, Credits toward RHNA, of the 2021 Sixth Cycle Housing Element, describes that jurisdictions may count new units issued through building permits after June 20, 2020, toward their RHNA allocation. Subsection 4, Projects Under Review, explains that a total of 1,343 units were in various stages of review and approval. Those units are summarized in Table B-6, Project Under Review, in the Housing Element (City of Oceanside 2021). As included therein, the "Jefferson Oceanside" project was anticipated to include 295 units. The 295 units proposed by the project plus the other "Projects Under Review" total 1,343 units, which were credited towards meeting the City's RHNA obligation under the Housing Element Update. Accordingly, the project is part of the City's Housing Element Update and the RHNA.

Therefore, because the proposed project is part of the City of Oceanside's 6th Cycle Housing Element Update and is consistent with the assumptions contained therein, which the City has identified to meet its RHNA requirements as allocated by SANDAG; because SB 375 necessarily requires that the SCS contemplate and provide for meeting the RHNA; and because the proposed project is specifically identified as a Project Under Review and credited with 295 units under the City's Housing Element Update, the SCS land use plan explicitly includes the density of the proposed project.

Second, as noted above, the Regional Plan and the SCS land use pattern "prioritizes Mobility Hub areas and Smart Growth Opportunity Areas for future development" (SANDAG 2021a). This planning context is echoed by the City of Oceanside Housing Element Update, which recognized that (City of Oceanside 2021)

...much of the future growth in the City will be directed to infill sites which have mixed-use and transit-oriented-development potential. These policies are supported by the adopted SANDAG Sustainable Community Strategy (SCS) and Smart Growth Concept Plan, which identify a large potential for residential in-fill development within underutilized commercial areas. It is also important to note that vacant and underutilized parcels in these and other areas of the City were heavily relied upon by SANDAG in determining Oceanside's capacity for new housing in conjunction with SANDAG's 2050 Regional Growth Forecast. These housing capacity figures were subsequently used to justify the City's RHNA share for the 2021-2029 Housing Element planning period.

On January 27, 2012, SANDAG prepared and adopted a comprehensive update to the Smart Growth Concept Map as part of ongoing regional planning for the 2050 RTP/SCS (SANDAG 2012). The updated Smart Growth Concept Map identified the project site as part of "OC-3 (Crouch Street Sprinter Station), Changed from Potential Community Center to Existing/Planned Mixed Use Transit Corridor" (SANDAG 2012). The Vision Statement for OC-3 "calls for a mix of commercial, residential and public open space uses within walking distance of a restored Loma Alta Creek, along with right-of-way improvements intended to create a more pedestrian oriented environment" in the vicinity of the Crouch Street Sprinter Station (SANDAG 2012). That description also explains that "Existing commercial zoning allows residential densities up to 29 dwelling units per acre in conjunction with mixed-use development" (SANDAG 2012).

The proposed project is located within a Smart Growth Opportunity Area as identified by SANDAG's Smart Growth Concept Map. The project proposes a Mixed-Use Development Plan that includes 295 units, for a density of approximately 22.4 units/acre. Therefore, the proposed project is consistent with the Smart Growth Concept Map and the regional planning framework prioritizing new development in transit-oriented locations—in particular sites

that are vacant or underutilized. Therefore, the proposed project is consistent with the Smart Growth Concept Map and the anticipated SCS land use pattern.

Lastly, similar to the Smart Growth Concept Map, the SCS land use pattern prioritizes development in Mobility Hubs and Transit Priority Areas. Specifically, The Regional Plan states (SANDAG 2021a):

The 2021 Regional Plan’s investments between now and 2035 were identified based on project readiness, timing of anticipated revenues, consideration of social equity, and integration of the 5 Big Moves to ensure critical connections are made as a system. Projects, programs, and policies by 2035 are centered on advancing our ability as a region to address social equity and congestion while meeting the region’s GHG-reduction target. They include . . .

- Supporting sustainable planning with local programs that help make housing more affordable, improve safety, make communities more resilient to the impacts of climate change, preserve open space, and focus development in Mobility Hub and Transit Priority Areas.

As explained on page 33 of SD Forward, The 2021 Regional Plan, under Accelerating Sustainable Communities (SANDAG 2021a):

Mobility Hubs are general areas defined by a set of regional criteria .... To refine and implement Mobility Hubs, the 2021 Regional Plan includes near-term actions to update local government grant programs, provide funds for transportation-related improvements, update Mobility Hub areas to align with latest planning assumptions, and partner with jurisdictions on planning efforts that support sustainable communities in Mobility Hub areas and Transit Priority Areas. Figure 2.6 depicts the regional Mobility Hub areas and Transit Priority Areas based on the 2035 transit network.

As shown in Figure 2.6 of SD Forward, The Regional Plan, which was recreated as Figure 3-1, Mobility Hubs and Transit Priority Areas, the project site is located with a Mobility Hub and Transit Priority Area.

Based on the foregoing, the project is consistent with use designation, density, building intensity, and applicable policies specified for the project area in the SANDAG 2050 RTP/SCS.

**Source:** SANDAG 2015a.

## 3.2 Criterion No. 2: Based on Total Building Square Footage, the Project Contains at Least 50% Residential Use

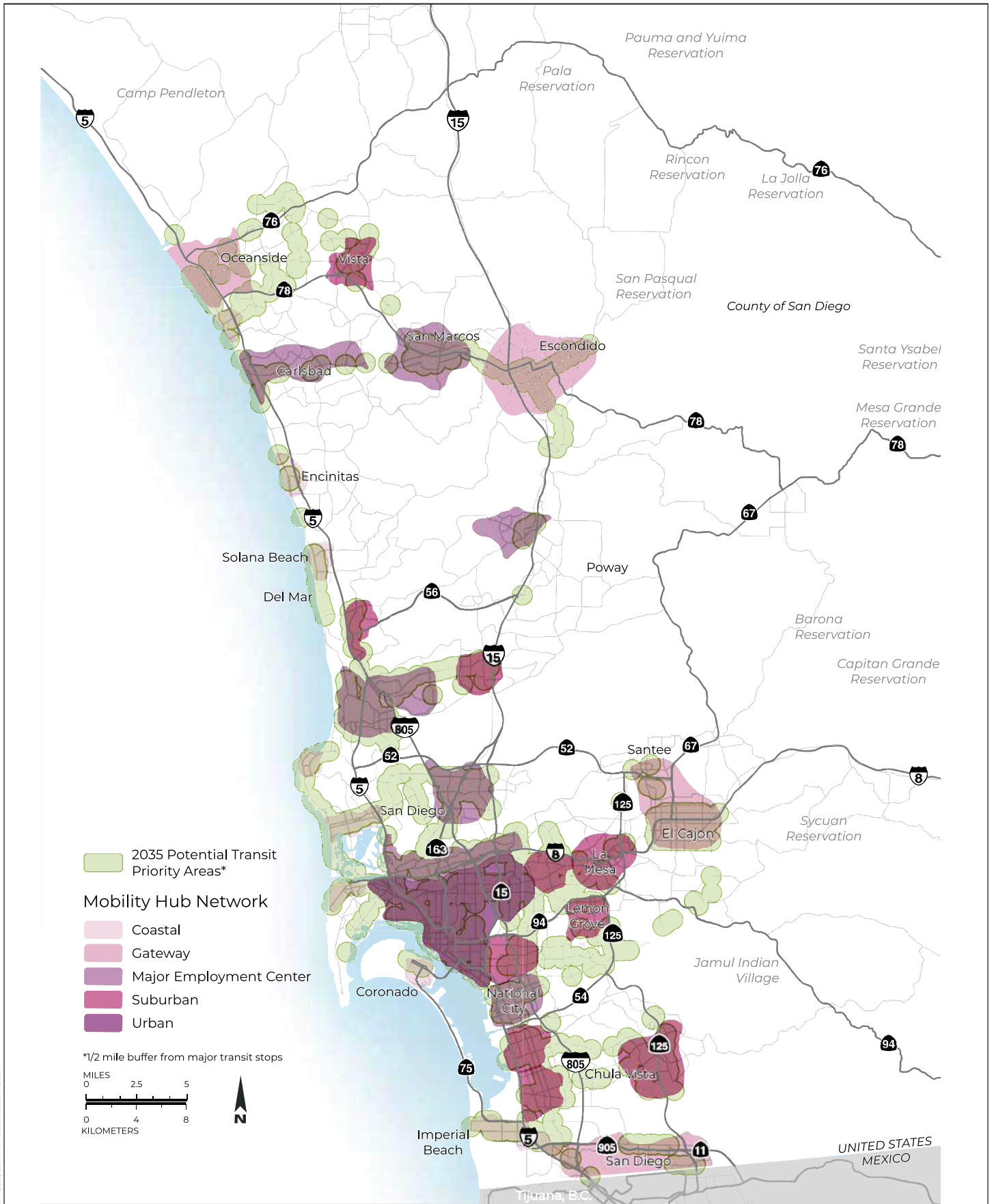
The project proposes to develop 295 residential units, including 30 units of low-income affordable housing and 3,000 square feet of commercial/retail, within a 12.87-acre portion of the project site. Specifically, the proposed project’s total building square footage is approximately 319,612 square feet. Of this amount, 278,340 square feet would be for residential units; 11,140 square feet would be for residential amenity areas; and 27,136 square feet would be for residential garages for a total of 316,616 square feet of residential uses. 3,016 square feet would be for commercial/retail uses. As such, the project’s residential uses would cover 99% of the floor area, which exceeds 50%, which would be consistent with Criterion 2.

### 3.3 Criterion No. 3: The Project Includes a Minimum Net Density of at Least 20 Dwelling Units per Acre.

The project site's total acreage is approximately 18.9 acres (gross) inclusive of the slope areas north of Crouch Street. For purposes of calculating density, the developable acreage excludes slopes along Crouch Street that are over 40% and greater than 25 feet in height and the northern portion of the project site within the Loma Alta Creek riparian corridor. These areas are considered "undevelopable" per the City's General Plan Land Use Element Policy 1.25 (City of Oceanside 1986). Therefore, the project site's undevelopable acreage is approximately 4.6 acres, resulting in a net developable area of approximately 14.7 acres. Based on the net developable area, the proposed project's 295 units would have a net density of 20.6 units per acre. As such, the project would be consistent with this Criterion.

### 3.4 Criterion No. 4: The Project Site is Located Within 0.5 Miles of a Major Transit Stop or High-Quality Transit Corridor Included in the RTP/SCS.

California Public Resources Code, Section 21064.3, defines Major Transit Stop as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." The project site is located adjacent to the Crouch Street rail transit station (Figure 2-2) and the Crouch Street Station is identified in the 2050 RTP/SCS as such a transit stop. Therefore, the project site is within 0.5 miles of a major transit stop or high quality transit corridor included within the 2050 RTP/SCS.



SOURCE: SANDAG

FIGURE 3-1

Transit Hubs and Transit Priority Project Areas

Ocean Creek Mixed Use Apartments

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# 4 SANDAG's 2050 RTP/SCS Program EIR Mitigation Measures

## 4.1 Incorporation of Applicable Mitigation Measures from Prior EIRS

PRC Section 21151.2 requires a qualifying project to incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs, including SANDAG's Final Environmental Impact Report, San Diego Forward: The 2021 Regional Plan, dated December 2021 (2021 Regional Plan PEIR). The SANDAG Board of Directors adopted the Final EIR and the Final 2021 Regional Plan on December 10, 2021. Responses to comments on the Draft EIR were published on December 10, 2021.

The Mitigation Monitoring and Reporting Program for the Regional Plan PEIR (Regional Plan MMRP) provides a list of mitigation measures that SANDAG determined a lead agency can and should consider, as applicable and feasible, where the agency has identified that a project has the potential for significant effects. The SANDAG measures are not prescriptive on the project unless the lead agency determines their applicability to the project based on the circumstances and anticipated environmental impacts.

In accordance with the requirements set forth in PRC Section 21151.2, the City has reviewed all the suggested mitigation measures in the Regional Plan MMRP and determined their applicability to the project. For each such applicable mitigation measure, the City considered whether to use the Regional Plan MMRP mitigation measure or an equally effective City mitigation measure or federal, state, regional, or City regulation. The City's applicability determination is provided in Table 4-1.

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Mitigation Measures from SANDAG Final EIR for the 2021 Regional Plan	Applicability to Proposed Project
<p><b>AES-1A Protect Public Views of Scenic Vistas.</b>                      During planning, design, project-level CEQA review, and construction of transportation network improvements, SANDAG shall, and other transportation project sponsors can and should, ensure that projects protect public views of scenic vistas. Construction and operational measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Site construction staging areas away from scenic vistas. Where infeasible, reduce the visibility of construction staging areas. Fence and screen these areas with low contrast materials consistent with the surrounding environment.</li> <li>▪ Avoid permanent obstruction of scenic vistas from public viewing areas when selecting alignments and the grade of new infrastructure (i.e., above, at, or below grade).</li> <li>▪ Use see-through safety barrier designs (e.g., railings) rather than walls.</li> </ul> <p>In addition, during planning, design, construction and project-level CEQA review of development projects, the County of San Diego, cities, and other local jurisdictions can and should incorporate scale and massing measures, including those listed under AES-1A, as well as measures specific to development projects. These measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Ensure building siting, height, and mass protect views of scenic vistas.</li> <li>▪ Implement design guidelines, local policies, and programs aimed at protecting views of scenic vistas and avoiding visual intrusions. Projects should be designed to minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Avoid large cuts and fills when the visual environment (natural or urban) would be substantially disrupted. Site or design of projects should minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain.</li> </ul> <p>Screen development adjacent to natural features as appropriate so that development does not appear visually intrusive, or interfere with the experience within the scenic vista. The provision of enhanced landscaping adjacent to natural features could be used to soften the appearance of or buffer development from the natural features.</p> <ul style="list-style-type: none"> <li>▪ Require development within visually sensitive areas to minimize visual impacts and to preserve unique or special visual features, particularly in rural areas, through the following:                             <ul style="list-style-type: none"> <li>- Creative site planning</li> <li>- Integration of natural features into the project</li> <li>- Appropriate scale, materials, and design to complement the surrounding natural landscape</li> <li>- Minimal disturbance of topography</li> <li>- Clustering of development to preserve a balance of open space vistas, natural features, and community character</li> <li>- Creation of contiguous open space networks</li> </ul> </li> </ul>	<p><b>Mitigation Measure AES-1A is Not Applicable to the Ocean Creek project.</b> The Proposed Project would not have a significant adverse effect on a Scenic Vista as explained in Section 6.1, Aesthetics. Therefore, because the project would not have an adverse effect on a scenic vista, no mitigation is required, and this measure is not required to be incorporated.</p>

Mitigation Measures from SANDAG Final EIR for the 2021 Regional Plan	Applicability to Proposed Project
<p><b>AES-2A Reduce Impacts to scenic resources within a state scenic highway, local scenic resources, and public viewsheds.</b></p> <p>During planning, design, and project-level CEQA review of transportation network improvements within eligible or designated state scenic highways and local scenic resources and public viewsheds, SANDAG shall, and other transportation project sponsors can and should, ensure that projects are designed to reduce impacts. In addition, during planning, design and project-level CEQA review of development projects, the County of San Diego, cities, and other local jurisdictions can and should incorporate measures that ensure that projects are designed to reduce impacts to scenic resources within eligible and designated state scenic highways, and local scenic resources and public viewsheds. Measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Avoid damaging, moving, or removing trees, rock outcroppings, historic bridges, and other scenic resources from eligible or designated state scenic highway corridors and local scenic resources and public viewsheds, where those scenic resources are relevant to the designation or eligibility for designation as a state scenic highway or are identified as a protected visual resource in local plans. For projects within or adjacent to designated or eligible state scenic highway corridors, and local scenic resources and public viewsheds identified in local approved plans, prior to project approval, complete design studies identifying site-specific mitigation measures and during project construction, implement such mitigation measures to reduce impacts on the quality of the views or visual experience that originally qualified the highway for scenic designation, and protected status of local resources in approved plans.</li> </ul>	<p><b>Mitigation Measure AES-2A is Not Applicable to the Proposed Project.</b> The project site is not located within a state scenic highway, local scenic resource, or public viewshed as analyzed in Section 6.1, Aesthetics. Further, the proposed project would not result in damaging, moving, or removing trees, rock outcroppings, historic bridges, and other scenic resources. Therefore, because the project would not have an adverse effect, no mitigation is required, and this measure is not required to be incorporated.</p>
<p><b>AES-2B Reduce Impacts to local scenic resources and public viewsheds.</b></p> <p>During planning, design, and project-level CEQA review of development projects within or adjacent to local scenic resources and public viewsheds, the County of San Diego, cities, and other local jurisdictions can and should, ensure that projects are designed to reduce impacts. In addition, during planning, design, and project-level CEQA review of development projects, project sponsors can and should incorporate measures that ensure that projects are designed to reduce impacts to local scenic resources and public viewsheds. Measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, and site grading.</li> <li>▪ Ensure vegetation used as screening and landscaping blends in and complements the natural landscape.</li> <li>▪ Retain or replace trees within scenic resources and public viewsheds so that clear-cutting is not evident.</li> <li>▪ Ensure grading blends with the adjacent landforms and topography.</li> </ul>	<p><b>Mitigation Measure AES-2B is Not Applicable to the Proposed Project.</b> The project site is not located within a state scenic highway, local scenic resource, or public viewshed as analyzed in Section 6.1, Aesthetics. Therefore, because the project would not have an adverse effect, no mitigation is required, and this measure is not required to be incorporated.</p>

Mitigation Measures from SANDAG Final EIR for the 2021 Regional Plan	Applicability to Proposed Project
In addition, Mitigation Measure AES 1-A Protect Public Views of Scenic Vistas would also help to reduce impacts to scenic resources, public viewsheds, and eligible and designated state scenic highways.	

Mitigation Measures from SANDAG Final EIR for the 2021 Regional Plan	Applicability to Proposed Project
<p><b>AES-3A Reduce impacts to visual character.</b>                      During planning, design, and project-level CEQA review of transportation network improvements, SANDAG shall, and other transportation project sponsors can and should, ensure that projects are designed to reduce impacts. In addition, during planning, design and project-level CEQA review of development projects, the County of San Diego, cities, and other local jurisdictions can and should incorporate measures that ensure that projects are designed to reduce impacts. Measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Use contour grading to match surrounding terrain and existing natural, and man-made features of the area.</li> <li>▪ Revegetate graded slopes and exposed earth surfaces prior to completion of construction.</li> <li>▪ Construct permanent barriers (e.g., sound walls, safety barriers, retaining walls) of materials whose color and texture or treatment (e.g., landscaping cover) complements the surrounding landscape and development. Break up large barrier façades using techniques that include, but are not limited to, color, texture, landscaping, see-through safety barriers, and alternating façades.</li> </ul> <p>In addition, Mitigation Measures AES-1A Protect Public Views of Scenic Vistas, AES-2A Reduce Impacts to Scenic Resources within a State Scenic Highway, and AES-2B Reduce Impacts to Local Scenic Resources and Public Viewsheds, would also help to reduce impacts to visual character.</p>	<p><b>Mitigation Measures AES-3A is Not Applicable to the proposed project.</b> As analyzed in Section 6.1, Aesthetics, the proposed project would have a less than significant effect on impacts to visual character. Further, no solid, permanent barriers are required; therefore, The RTP/SCS mitigation measure is not required, and this measure is not required to be incorporated.</p>

Mitigation Measures from SANDAG Final EIR for the 2021 Regional Plan	Applicability to Proposed Project
<p><b><u>AES-4a Minimize Effects of Light and Glare for Transportation Network Improvements.</u></b>  <u>During planning, design, project-level CEQA review, and construction of transportation network improvements, SANDAG shall, and other transportation project sponsors can and should, ensure that projects avoid or minimize the effects of light and glare on routes of travel for motorists, cyclists, and pedestrians, or on adjacent properties, and limit expanded areas of shade and shadow to areas that would not adversely affect open space or outdoor recreation areas.</u>  <u>Where SANDAG and other transportation project sponsors have identified that a project has the potential for significant effects, they can and should adopt mitigation measures to ensure consistency with the goals and policies within county and city general plans, as applicable. Construction and operational measures include, but are not limited to, the following:</u></p> <ul style="list-style-type: none"> <li>• <u>Minimize and control glare from transportation projects through the adoption of project design features that reduce glare, such as those listed below:</u> <ul style="list-style-type: none"> <li>○ <u>Planting trees along transportation corridors to reduce glare from the sun.</u></li> <li>○ <u>Landscaping off-street parking areas, loading areas, and service areas.</u></li> <li>○ <u>Limiting the use of reflective materials, such as metal.</u></li> <li>○ <u>Using non-reflective material, such as paint, vegetative screening, matte finish coatings, and masonry.</u></li> <li>○ <u>Screening parking areas by using vegetation or trees.</u></li> <li>○ <u>Using low-reflective glass.</u></li> </ul> </li> <li>• <u>Impose lighting standards that ensure that minimum safety and security needs are addressed and minimize light trespass and glare associated with transportation network improvements. These standards include the following:</u> <ul style="list-style-type: none"> <li>○ <u>Minimizing incidental spillover of light onto adjacent private properties and undeveloped open space.</u></li> <li>○ <u>Directing luminaries away from habitat and open space areas adjacent to the project site.</u></li> <li>○ <u>Installing luminaries that provide good color rendering and natural light qualities.</u></li> <li>○ <u>Minimizing the potential for back scatter into the nighttime sky and for incidental spillover of light onto adjacent private properties and undeveloped open space.</u></li> </ul> </li> </ul>	<p><b><u>Mitigation Measures AES-4A is Not Applicable to the proposed project.</u></b> Mitigation Measure AES-4A would reduce light and glare impacts that result from transportation network improvement projects. The proposed project is a residential, mixed-use, transit-oriented development. There are improvements to the City's transportation network planned with the extension of South Oceanside Boulevard; however, as analyzed in Section 6.1, impacts related to light and glare would be less than significant. Further, the project's design would incorporate several of the items identified in AES-4A including landscaping along the extension of S. Oceanside Boulevard and off-street parking areas. Finally, through compliance with the City's Municipal Code, light spillage would be minimized as lighting will be shielded and directed downward. Therefore, the RTP/SCS mitigation measure is not required, and this measure is not required to be incorporated into the SCEA.</p>
<p><b><u>AES-4b Minimize Effects of Light and Glare for Development Projects.</u></b>  <u>During planning, design, project-level CEQA review, and construction of development projects, the County of San Diego, cities, and other local jurisdictions can and should ensure that projects avoid or minimize the effects of light and glare on routes of travel for motorists, cyclists, and pedestrians, or on adjacent properties, and limit expanded areas of shade and shadow to areas that would not adversely affect open space or outdoor recreation areas. Where a project has the potential for</u></p>	<p><b><u>Mitigation Measures AES-4B is Not Applicable to the proposed project.</u></b> As analyzed in Section 6.1, Aesthetics, the proposed project would have a less than significant effect on impacts to light and glare. The project would comply with the City's Municipal Code, including Section 39,</p>

Mitigation Measures from SANDAG Final EIR for the 2021 Regional Plan	Applicability to Proposed Project
<p><u>significant effects, mitigation measures shall ensure consistency with the goals and policies within county and city general plans, as applicable. Such measures may include, but are not limited to, the following:</u></p> <ul style="list-style-type: none"> <li>• <u>Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.</u></li> <li>• <u>Restrict the operation of outdoor lighting for construction from the hours of 7:00 p.m. to 7:00 a.m.</u></li> <li>• <u>Use high pressure sodium vapor and/or cut-off fixtures including LED lights, instead of typical mercury-vapor fixtures for outdoor lighting.</u></li> <li>• <u>Use unidirectional lighting to avoid light trespass onto adjacent properties.</u></li> <li>• <u>Provide structural and/or vegetative screening from light-sensitive uses.</u></li> <li>• <u>Shield and direct all new street and pedestrian lighting away from light-sensitive offsite uses.</u></li> <li>• <u>Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.</u></li> </ul>	<p><u>Light Pollution Regulations, which would ensure that the project lighting is shielded, directed downward, meets certain lumen standards and operational attributes (ie. Hours of usage), and trespass restrictions. As a result, impacts due to light and glare were determined to be less than significant. Therefore, the RTP/SCS mitigation measure is not required, and this measure is not required to be incorporated into the SCEA.</u></p>
<p><b>AG-1a Preserve Existing Agricultural Lands.</b></p> <p>During project design and project-level CEQA review of transportation network improvements or development projects, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, preserve existing agricultural lands by avoiding agricultural land conversion when feasible; if not feasible, measures to reduce conversion of agricultural lands to nonagricultural use include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Acquire or dedicate agricultural conservation easements (minimum acreage ratio of 1:1 of comparable quality land). If feasible, locate the easement within or close to the same city or community in which the conversion occurs. Where conversion occurs within the Coastal Zone, locate the easement within the Coastal Zone, if feasible.</li> <li>▪ If a project requires cancellation of a Williamson Act contract, acquire or dedicate agricultural conservation easements (minimum acreage ratio of 1:1 of comparable quality land). If feasible, locate the easement within or close to the same city or community in which the cancellation occurs. Where the cancellation occurs within the Coastal Zone, locate the easement within the Coastal Zone, if feasible.</li> <li>▪ Where agricultural conservation easements are acquired or dedicated, consider the suitability of a specific proposed easement on its ability to avoid or reduce fragmentation of agricultural land to enhance overall production value and operation viability.</li> <li>▪ Where project-specific mitigation described above is not feasible, use other commensurate solutions, such as payment of an agricultural resource impact fee made pursuant to an approved in-lieu fee program.</li> </ul>	<p><b>Mitigation Measure AG-1a is Not Applicable to the Proposed Project.</b> As analyzed in Section 6.2, the site is not designated Agricultural or Forest Land either by the State or the City General Plan, impacts are less than significant, and no mitigation is required. Therefore, the RTP/SCS Mitigation Measures are not applicable, and this measure is not required to be incorporated.</p>

Mitigation Measures from SANDAG Final EIR for the 2021 Regional Plan	Applicability to Proposed Project
<p><b>AG-1b Reduce Transportation Network Improvement and Development Conflicts with Agricultural Operations.</b></p> <p>During project design and project-level CEQA review of transportation network improvements or development projects, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, reduce conflicts with agricultural operations through the implementation of project design features and mitigation measures to protect surrounding agriculture, including, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Provide buffers, berms, setbacks, fencing, or other project design measures to protect surrounding agriculture, topographic features, and open space, and to reduce conflict between transportation network improvements and/or developments and farming.</li> <li>▪ Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access.</li> <li>▪ Align corridors, incorporate buffer zones and setbacks, and design berms and fencing to avoid agricultural lands and to reduce conflicts between transportation projects and agricultural lands.</li> </ul>	<p><b>Mitigation Measure AG-1b is Not Applicable to the Proposed Project.</b> As analyzed in Section 6.2, the site is not designated Agricultural or Forest Land either by the State or the City General Plan, impacts are less than significant, and no mitigation is required. Therefore, the RTP/SCS Mitigation Measures are not applicable, and this measure is not required to be incorporated.</p>
<p><b>FR-1 Reduce Impacts on Forest Lands.</b></p> <p>During project planning, design, and project-level CEQA review of transportation network improvements or development projects, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, preserve forest lands by avoiding conversion of such lands when feasible and, if not feasible, by implementing measures to reduce impacts on forest lands, including, but not be limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Implement Compensatory Mitigation of Forest Lands. Provide compensatory mitigation using mitigation ratios as specified through consultation with resource agencies and in approved natural community conservation plans (NCCPs) and habitat conservation plans (HCPs). Compensatory mitigation outside the Coastal Zone would be provided either through the purchase of credits at an existing authorized mitigation bank or in lieu fee program, or through project-specific mitigation. Compensatory mitigation for impacts inside the Coastal Zone may not be satisfied through in lieu fee programs and is required to be located within the Coastal Zone close to the impact. To the extent allowed by the above plans and ordinances, project-specific mitigation would be provided through onsite restoration of temporary impacts, onsite or offsite preservation of existing habitats, or offsite restoration.</li> </ul>	<p><b>Mitigation Measure FR-1 is Not Applicable to the Proposed Project.</b> As analyzed in Section 6.2, the site is not designated Agricultural or Forest Land either by the State or the City General Plan, impacts are less than significant, and no mitigation is required. Therefore, the RTP/SCS Mitigation Measures are not applicable, and this measure is not required to be incorporated.</p>
<p><b>AQ-2A Implement Construction Best Management Practices for Fugitive Dust.</b></p> <p>During planning, design, and project-level CEQA review of transportation network improvements and programs or development projects, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, evaluate the potential for localized particulate (PM<sub>10</sub> and PM<sub>2.5</sub>) impacts that result in exceedances of the CAAQS or NAAQS using applicable procedures and guidelines for such analyses (for example, SDAPCD and USEPA air</p>	<p><b>Mitigation Measures AQ-2A is Not Applicable to the proposed project.</b> An Air Quality Technical Report has been prepared which analyzed the potential construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub> and determined, using CalEEMod, that impacts would be below applicable screening</p>

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<p>dispersion modeling guidance). If impacts are significant, during project-level construction, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, implement BMPs to reduce impacts, including but not limited to:</p> <ul style="list-style-type: none"> <li>▪ Use fugitive dust control measures to reduce dust generation from exposed surfaces during construction, as specified in SDAPCD Rule 55 (SDAPCD 2009). SDAPCD Rule 55 requires that construction or demolition activities subject to this rule prevent the discharge of 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; that visible roadway dust as a result of active construction and demolition operations be minimized by the use of any of the following or equally effective trackout/carry-out and erosion control measures that apply to the project or operation: track-out grates or gravel beds at each egress point, wheel-washing at each egress during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and for outbound transport trucks: using secured tarps or cargo covering, watering, or treating of transported material; and that trackout/carry-out dust be removed at the conclusion of each work day when active operations cease, or every 24 hours for continuous operations. Compliance with these regulatory requirements is a performance standard for mitigation of construction activity particulate emissions. Reductions in fugitive dust emissions range from 40 to 80% for minimizing trackout to 91% for use of tarps or cargo covering when transporting material (SCAQMD 2007, WRAP 2006).</li> <li>▪ Use additional fugitive dust control measures such as watering or application of dust suppressants to reduce the generation of fugitive dust at active construction sites. Reductions in fugitive dust emissions range from 10 to 74% for watering of unpaved surface to 84% for use of dust suppressants (WRAP 2006).</li> <li>▪ Implement controls on haul trucks to reduce emissions from haul trucks transporting soil, sand, or other loose material off-site. Reductions in fugitive dust emissions are estimated at 91% for use of tarps or cargo covering when transporting material (SCAQMD 2007).</li> <li>▪ Remove visible mud or dirt track-out onto adjacent public roads. Reductions in fugitive dust emissions range from 40 to 80% for minimizing trackout (WRAP 2006).</li> <li>▪ Limit vehicle speeds on unpaved surfaces during construction to 15 mph. Reductions in fugitive dust emissions from unpaved surfaces are estimated at 57% (WRAP 2006).</li> <li>▪ Suspend excavation, grading, and/or demolition activities when average wind speeds exceed 20 mph. Reductions in fugitive dust emissions are estimated at 98% (WRAP 2006).</li> <li>▪ Plant vegetative ground cover (e.g., fast-germinating native grass seed) in disturbed areas. Reductions in fugitive dust emissions from wind erosion are estimated at 90% (WRAP 2006).</li> <li>▪ Wash all trucks and equipment, including their tires, prior to leaving the construction site. No quantitative estimate of the effectiveness of this measure is available.</li> </ul>	<p>thresholds. As analyzed in Section 6.3, Air Quality, the proposed project would have a less than significant effect on construction air quality emissions. Therefore, no mitigation is required for the proposed project, and this measure is not required to be incorporated.</p>

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<ul style="list-style-type: none"> <li>▪ Implement other site-specific fugitive dust control measures as warranted for individual construction projects for the transportation network and/or land use projects</li> </ul> <p>This mitigation measure would reduce short-term emissions of PM10 during construction activities, and would therefore reduce the potential for exposure to significant concentrations of PM10 from construction.</p>	
<p><b>Mitigation Measure AQ-4A. Reduce Exposure to Localized Particulate and/or TAC Emissions.</b></p> <p>During planning, design, and project-level CEQA review of transportation network improvements and programs, SANDAG shall, and other transportation project sponsors can and should, evaluate the potential TAC impacts for the health risks of the project using applicable procedures and guidelines for such analyses (for example, California Air Pollution Control Officers' Association [CAPCOA], OEHHA, and/or USEPA air toxics health risk assessment guidance). If impacts result in increased risks to sensitive receptors above 10 in a million for cancer risks or hazards above 1.0 for noncancer risks, SANDAG shall, and other transportation project sponsor, can and should apply measures to reduce TAC emissions, including but not limited to the following:</p> <ul style="list-style-type: none"> <li>▪ Plant trees and/or vegetation suited to trapping TAC and/or sound walls between sensitive receptors and the pollution source. This measure would trap TACs emitted from pollution sources such as freeways, reducing the amount of TACs to which residents and other sensitive populations would be exposed. The effectiveness of TAC removal from tree plantings ranges from 4.6% per hour (Fuller, et al. 2009) to a total of greater than 50% (Maher et al., 2013); sound walls achieve reductions up to about 50% and a combination of sound walls and vegetation achieve reductions up to about 60 % (ARB 2012a).</li> </ul> <p>In addition, during planning, design, and project-level CEQA review of development projects, the County of San Diego, cities, and other local jurisdictions can and should apply the above measures, and additional measures to reduce TAC emissions or exposure to TAC emissions, including but not limited to:</p> <ul style="list-style-type: none"> <li>▪ For land use projects located within 500 feet of a freeway or urban roads with 100,000 vehicles/day or rural roads, install air filtration (as part of mechanical ventilation systems or stand-alone air cleaners) to reduce cancer risks (as well as PM exposure) for residents and other sensitive populations in buildings that are close to transportation network improvement projects. Use air filtration devices rated MERV-13 or higher. As part of implementing this measure, require an ongoing maintenance plan for the building's HVAC air filtration system. This measure would reduce exposure of residents and other sensitive populations to TACs and would thus reduce cancer risks. This measure is estimated to reduce indoor levels of particulates, including DPM, by 70% to 90% (ARB 2012a).</li> <li>▪ Reduce the potential for TACs to be introduced into buildings by:</li> </ul>	<p><b>Mitigation Measure AQ-4A is Not Applicable to the proposed project.</b> As analyzed in Section 6.3, Air Quality impacts from Toxic Air Contaminants have been analyzed in and found to be less than significant. Specifically, the proposed project would not result in increased risks to sensitive receptors above 10 in a million for cancer risks or hazards above 1.0 for noncancer risks. Therefore, no mitigation is required, and this measure is not required to be incorporated.</p> <p>The proposed project is not within 500 feet of a major freeway or urban road with 100,000 vehicles/day or rural roads; therefore, this measure is not applicable.</p>

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<ul style="list-style-type: none"> <li>- Maintaining a positive air pressure within buildings that include sensitive receptors.</li> <li>- Achieving a performance standard of at least one air exchange per hour of fresh outside filtered air.</li> <li>- Achieve a performance standard of at least 4 air exchanges per hour of recirculation.</li> <li>- Achieve a performance standard of at least 0.25 air exchanges per hour of unfiltered air if the building is not positively pressurized.</li> <li>▪ Design sites to locate sensitive receptors away from any freeways, roadways, diesel generators, distribution centers, and rail yards. Locate operable windows, balconies, and building air intakes away from these sources. If near a distribution center, do not locate residents immediately adjacent to a loading dock or where trucks concentrate to deliver goods. This measure would reduce exposure of residents and other sensitive populations to TACs emitted from freeways, roadways, diesel generators, distribution centers, and rail yards, both by locating them away from these sources and by reducing the potential exposure within the building or on balconies.</li> <li>- Within developments, separate sensitive receptors from truck activity areas, such as loading docks and delivery areas. This measure would reduce exposure of residents and other sensitive receptors by locating sources of TACs associated with loading docks and delivery areas away from sensitive receptors.</li> <li>- Replace or retrofit existing diesel generators that are not equipped to meet ARB's Tier 4 emission standards. This measure would reduce emissions of TACs from diesel generators by an estimated 95% as compared with Tier 1 standards (ARB 2012b).</li> <li>- Reduce emissions from diesel trucks using the project site through the following measures:             <ul style="list-style-type: none"> <li>- Install electrical hook-ups for electric or hybrid trucks at loading docks.</li> <li>- Require trucks to use Transportation Refrigeration Units (TRUs) that meet Tier 4 emission standards.</li> <li>- Require truck-intensive projects to use advanced exhaust technology (e.g., hybrid) or alternative fuels.</li> <li>- Prohibit trucks from idling for more than 2 minutes as feasible.</li> </ul> </li> </ul> <p>This measure would reduce emissions of TACs from trucks and TRUs by reducing operations and requiring them to use electrical hookups.</p> <ul style="list-style-type: none"> <li>▪ Do not locate sensitive receptors in the same buildings as a perchloroethylene dry cleaning facility. This measure would reduce potential exposure of sensitive receptors to perchloroethylene from dry cleaning facilities.</li> <li>▪ Maintain a 50-foot buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year). This measure would reduce potential exposure of sensitive receptors to emissions from gas stations.</li> </ul>	<p>The proposed project would not result in increased risks to sensitive receptors above 10 in a million for cancer risks or hazards above 1.0 for noncancer risks; therefore, this measure is not applicable or incorporated.</p> <p>The project site is not near any freeways, major roadways, diesel generators, distribution centers or railyards.</p> <p>The proposed project does not include truck activity areas.</p> <p>The proposed project does not include any existing diesel generators.</p> <p>The proposed project would not result in such diesel trucks using the project site.</p> <p>No dry cleaning facilities are proposed as part of the project.</p>

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<ul style="list-style-type: none"> <li>▪ Ensure that private (individual and common) exterior open space, including playgrounds, patios, and decks, is shielded from stationary sources of air pollution by buildings or otherwise buffered to further reduce air pollution exposure for project occupants.</li> </ul> <p>This measure would reduce the potential for exposure of residents and other sensitive populations to stationary sources of TAC emissions.</p>	
<p><b>AQ-4B Reduce diesel emissions during construction from off-road equipment.</b>                      For impacts to air quality from construction exhaust as a result of transportation network improvements and programs or development projects, during project-level CEQA review and construction, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, implement BMPs to reduce TAC (and PM) impacts from off-road equipment, including, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Ensure off-road equipment greater than 25 hp that will be operating for more than 20 hours during construction meets the following requirements:                             <ul style="list-style-type: none"> <li>- By 2015, provide engines that meet or exceed either USEPA or ARB Tier 2 off-road emission standards; by 2020, provide engines that meet or exceed either USEPA or ARB Tier 3 off-road emission standards; or</li> <li>- Retrofit engines with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), if available for the equipment being used, unless the equipment meets Tier 4 emission standards.</li> <li>- If project-specific analysis demonstrates that the above measures would not adequately reduce impacts (as determined by the project-level lead agency), then by 2015, provide engines that meet or exceed either USEPA or ARB Tier 3 off-road standards, and by 2020, provide engines that meet or exceed either USEPA or ARB Tier 4 off-road standards.</li> </ul> </li> <li>▪ Monitor idling time of diesel-powered construction equipment and limit to no more than 2 minutes.</li> <li>▪ Maintain and properly tune construction equipment in accordance with the manufacturers' specifications.</li> <li>▪ Prohibit portable diesel generators and use grid power when it is available. Use propane or natural gas generators when grid power electricity is not feasible.</li> <li>▪ Use late model engines.</li> <li>▪ Use low emission diesel products.</li> <li>▪ Use alternative fuels in construction equipment.</li> <li>▪ Use engine retrofit technology to control emissions from off-road equipment.</li> </ul> <p>Requiring off-road equipment to meet Tier 2 standards would reduce DPM emissions up to 63 percent from Tier 1 standards; Tier 3 standards would reduce DPM emissions up to 63 percent for</p>	<p><b>Mitigation Measures AQ-4B is Not Applicable to the proposed project.</b> An Air Quality Technical Report has been prepared which analyzed the potential construction emissions based on CalEEMod, that impacts would be below applicable screening thresholds. As analyzed in Section 6.3, Air Quality, the proposed project would have a less than significant effect on construction air quality emissions. Therefore, no mitigation is required for the proposed project, and this measure is not required to be incorporated.</p>

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<p>smaller Tier 1 engines; and Tier 4 standards would DPM reduce emissions up to 95 percent (USEPA 2015e).</p> <p><b>AQ-4C Reduce diesel particulate emissions from on-road vehicles used in construction.</b>                      For impacts to air quality from construction exhaust as a result of transportation network improvements and programs or development projects, during project-level CEQA review and construction, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, implement BMPs to reduce TAC (and PM) impacts from on-road vehicles, including but not limited to:</p> <ul style="list-style-type: none"> <li>▪ Monitor idling time of diesel-powered trucks, and limit to no more than 2 minutes.</li> <li>▪ Provide clear signage for construction workers at all access points.</li> <li>▪ Maintain and properly tune vehicles in accordance with the manufacturers' specifications.</li> <li>▪ Ensure that construction activity deliveries are scheduled during off-peak hours (e.g., 10:00 a.m. to 3:00 p.m.) and are coordinated to consolidate truck trips. When the movement of construction materials and/or equipment impacts traffic flow, provide temporary traffic control (e.g., flag person) to improve traffic flow.</li> <li>▪ Use late model engines (2010 or new model years).</li> <li>▪ Use low emission diesel products in on-road vehicles.</li> <li>▪ Use alternative fuels in on-road vehicles.</li> <li>▪ Use engine retrofit technology on on-road vehicles.</li> </ul>	<p><b>Mitigation Measure AQ-4C is Not Applicable to the Proposed Project.</b> An Air Quality Technical Report has been prepared which analyzed the potential construction emissions based on CalEEMod, that impacts would be below applicable screening thresholds. As analyzed in Section 6.3, Air Quality, the proposed project would have a less than significant effect on construction air quality emissions. Therefore, no mitigation is required for the proposed project, and this measure is not required to be incorporated.</p>
<p><b>BIO-1a Implement Design, Minimization, and Avoidance Measures for Sensitive Natural Vegetation Communities and Regulated Aquatic Resources.</b>                      During project planning, design, project-level CEQA review, and construction of transportation network improvements or development projects, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, avoid impacts on sensitive natural communities and regulated aquatic resources when feasible. Avoidance measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Conduct early coordination with the Wildlife Agencies and the respective local jurisdictions to design alignments that avoid sensitive resources and preserved lands.</li> <li>▪ During the site identification and project design process, to the extent feasible, prioritize the least environmentally constrained site, and select a design that avoids and minimizes impacts on biological resources and NCCP lands, and maintains habitat integrity.</li> </ul>	<p><b>Mitigation Measure BIO-1a is Applicable to the proposed project.</b> The measure is implemented as a Project Design Feature of the proposed project and project specific mitigation as explained below.</p> <p>Regarding the project design, the proposed project is designed to avoid impacts to sensitive natural communities by clustering development within the existing, graded pads which were previously disturbed and are considered either non-native grasslands, disturbed habitat, or developed. The project consulted early with the resource agencies, including early outreach to the ACOE, RWQCB, and CDFW to determine whether any regulated waters were present on the project site.</p>

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<ul style="list-style-type: none"> <li>▪ Confine development footprints to the minimum amount of undeveloped area necessary for construction and safe, reliable operation. Limit access routes and staging areas to existing roadways, and developed or disturbed areas. Direct drainages away from sensitive habitats, such as canyons. Clearly delineate all construction areas, staging areas, and access routes in the final engineering plans.</li> <li>▪ Limit grading and earth-moving activities to the permitted impact footprint. Install environmentally sensitive area fencing or flagging along the limits of disturbance prior to the start of construction to avoid incidental loss of sensitive habitat types.</li> <li>▪ Require biological monitoring and regular inspections for construction in the vicinity of and adjacent to sensitive habitats to avoid impacts on these habitats. Report any special-status species and natural communities detected during project surveys to the CNDDB.</li> </ul>	<p>Through project design, the project avoids direct impacts to coastal California gnatcatcher (CAGN)-occupied coastal sage scrub (CSS). Therefore, the project has implemented the first four measures (early coordination with wildlife agencies, avoiding or minimizing impacts to biological resources and maintaining habitat connectivity, confining development and limiting access roads and staging areas to existing developed and disturbed areas, and limiting grading and earth moving activities to the permitted impact footprint).</p> <p>As to mitigation, the proposed project would implement the applicable portions of BIO-1a as project-specific mitigation measures MM-BIO-3 including requirements for <b>MM-BIO-3: Biological Monitoring</b>. To prevent inadvertent disturbance to areas outside the limits of grading for each phase, all grading of native habitat shall be monitored by a qualified biologist. A “Qualified Biologist” is a professional with 5 years of experience in biological resource evaluation in San Diego County, with qualifications to be verified to the satisfaction of the City Planner. The biological monitor(s) shall be contracted to perform biological monitoring during all clearing and grubbing activities.</p> <p>The project biologist(s) also shall perform the following duties:</p>

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	<ul style="list-style-type: none"> <li>▪ Attend the pre-construction meeting with the contractor and other key construction personnel prior to clearing and grubbing to reduce conflict between the timing and location of construction activities with other mitigation requirements (e.g., seasonal surveys for nesting birds).</li> <li>▪ During clearing and grubbing, the project biologist shall conduct meetings with the contractor and other key construction personnel each morning prior to construction activities in order to go over the proposed activities for the day, and for the monitor(s) to describe the importance of restricting work to designated areas and of minimizing harm to or harassment of wildlife prior to clearing and grubbing.</li> <li>▪ Review and/or designate the construction area in the field with the contractor in accordance with the final grading plan prior to clearing and grubbing.</li> <li>▪ Supervise and monitor vegetation clearing and grubbing weekly to ensure against direct and indirect impacts to biological resources that are intended to be protected and preserved and to document that protective fencing is intact.</li> <li>▪ Flush wildlife species (i.e., reptiles, mammals, avian, or other mobile species) from occupied habitat areas immediately prior to brush-clearing activities. This does not include disturbance of nesting birds (see <b>MM-BIO-2</b>) or “flushing” of federally listed species (i.e., coastal California gnatcatcher).</li> </ul>

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	<ul style="list-style-type: none"> <li>▪ Periodically monitor the construction site to verify that the project is implementing the following stormwater pollution prevention plan best management practices: dust control, silt fencing, removal of construction debris and a clean work area, covered trash receptacles that are animal-proof and weather-proof, prohibition of pets on the construction site, and a speed limit of 15 miles per hour during daylight.</li> <li>▪ Periodically monitor the construction site after grading is completed and during the construction phase to see that artificial security light fixtures are directed away from open space and are shielded, and to document that no unauthorized impacts have occurred.</li> <li>▪ Keep monitoring notes for the duration of the proposed project for submittal in a final report to substantiate the biological supervision of the vegetation clearing and grading activities and the protection of the biological resources.</li> <li>▪ Prepare a monitoring report after the construction activities are completed, which describes the biological monitoring activities, including a monitoring log; photos of the site before, during, and after the grading and clearing activities; and a list of special-status species observed.</li> </ul>
<p><b>BIO-1b Provide Compensatory Mitigation.</b>            Where impacts are unavoidable, during project planning, design and project-level CEQA review of transportation network improvements or development projects, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, provide compensatory mitigation, as specified by and consistent with adopted MSCP or MHCP guidelines and agreements, applicable federal and State regulatory requirements for mitigating impacts on regulated aquatic resources, applicable local regulations protecting sensitive natural</p>	<p><b>Mitigation Measure BIO-1b is Applicable to the project.</b> This measure will be implemented as project specific mitigation MM-BIO-1, which requires compensatory mitigation for impacts to non-native grassland at a ratio of 0.5:1. More specifically, MM-BIO-1 requires:</p>

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<p>communities, or through consultation with resource agencies. SANDAG shall, and other implementing agencies can and should, establish appropriate mitigation ratios where ratios have not already been established through ordinances and guidelines, specifically for impacts on sensitive coastal, riparian, and shrubland communities.</p> <p>SANDAG shall, and other implementing agencies can and should, design compensatory mitigation to result in the conservation, establishment, or creation of self-sustaining sensitive natural and native communities, replacing the lost habitat and/or habitat value as required to offset those lost from project implementation. Otherwise, mitigation measures would include the requirement for and financing of long-term conservation and management requirements of the mitigation projects.</p> <p><i>Sensitive Vegetation Communities</i></p> <p>For impacts outside the Coastal Zone, provide compensatory mitigation in the form of project- and habitat specific onsite or offsite mitigation. Offsite mitigation would occur through several options, including (1) the purchase of credits at an existing authorized mitigation bank within or adjacent to the ecoregion or watershed within which the impacts occurred; (2) in lieu fee program; or (3) project-specific (permittee responsible) mitigation, such as habitat enhancement, establishment (creation), or re-establishment (restoration). Mitigation should occur as close to the impact and in the same local watershed as feasible, unless compelling ecological benefits, as supported by the State and federal wildlife agencies, would result from mitigation located in another area.</p> <p>Compensatory mitigation for impacts inside the North Coast Public Works Plan/Transportation and Resource Enhancement Program (PWP/TREP 2014) should be consistent with Chapter 6B Resources Enhancement and Mitigation Program. Compensatory mitigation for impacts inside the Coastal Zone and outside the PWP/TREP should be provided within the Coastal Zone as close as feasible to the impact. Consistent with the resource agencies approval and applicable adopted plans, ordinances, and policies, provide compensatory mitigation for sensitive upland vegetation communities through the following:</p> <ul style="list-style-type: none"> <li>▪ Onsite restoration and post-restoration monitoring for temporary impacts using appropriate native species and natural habitat configurations similar to or better than those impacted.</li> <li>▪ On- or offsite preservation of existing habitats through acquisition and/or restoration using EMP and other (e.g., project-specific) mitigation funds for permanent impacts. Protect mitigation lands in perpetuity (e.g., through a conservation easement or similar legal conservation assurance to be approved by the regulatory agencies), fund long-term management (e.g., through the establishment of an endowment for habitat management and for easement management), and adequately manage such lands to maintain the originally intended biological quality and function in perpetuity.</li> </ul>	<p><b>MM-BIO-1:</b> Designation of Open Space Significant impacts to 8.62 acres of non-native grassland shall be mitigated at a 0.5:1 ratio as shown in Table 6.4-2 for a total of 4.31 acres of non-native grassland (Habitat Group E) or other City-approved native vegetation community of higher value than Habitat Group E, as defined by the Draft Subarea Plan (City of Oceanside 2015). Prior to issuance of a grading permit, documentation must be provided to the City as further detailed below and the City Planner must confirm that the criteria for mitigation have been met. The mitigation location shall be prioritized as follows: (1) Draft Subarea Plan Wildlife Corridor Planning Zone, (2) City of Oceanside, and (3) Northwestern San Diego County area with the understanding that the location of mitigation may depend on availability of habitat at the time the project proceeds. Mitigation shall be provided as follows to mitigate the project impacts to non-native grasslands to a less than significant level through preservation of the requisite habitat in perpetuity.</p> <p>Prior to the issuance of any grading permit, the applicant shall provide evidence to the City of Oceanside Planning Division that a minimum of 4.31 acres of non-native grassland or other City-approved native vegetation community, including Diegan coastal sage scrub, are provided as mitigation through compensatory preservation to the satisfaction of the City. Performance standards for non-native grassland preservation will include the provision of habitat with at least 75% vegetative cover, consisting of non-native grasses and forbs. Alternatively, 75% native</p>

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<ul style="list-style-type: none"> <li>▪ Offsite mitigation requirements met through EMP and/or other (e.g., project specific) mitigation funds. When mitigation is provided outside of an adopted NCCP/HCP plan area the following conditions should apply:                             <ul style="list-style-type: none"> <li>- Give priority to mitigation lands connected to existing conserved open space.</li> <li>- Consider contributing to the establishment of large blocks of habitat or lands that are otherwise critical for covered species and/or providing for biological core areas and habitat linkages consistent with current regional conservation planning goals.</li> <li>- Mitigate impacts on critical habitat within the same Critical Habitat Unit where the impacts occurred.</li> </ul> </li> <li>▪ Purchase of habitat credits at an approved mitigation bank, or through payment into an in-lieu mitigation fee program applicable to the impacts and as approved by the Wildlife Agencies.</li> </ul> <p><i>Regulated Aquatic Resources</i></p> <p>Construction within regulated aquatic resources would be subject to prior authorization by USACE, RWQCB, CDFW, and CCC (as applicable in the coastal zone). Consistent with the resource agencies' permitting and applicable adopted plans, ordinances, and policies, provide project-specific mitigation for impacts on regulated aquatic resources, including waters and wetlands, and associated state-regulated riparian habitat, through one of the following, in order of priority:</p> <ul style="list-style-type: none"> <li>▪ Purchase of credits at an existing authorized mitigation bank or in lieu fee program, except within the coastal zone. Provide compensatory mitigation for impacts inside the coastal zone at sites within the coastal zone close to the impact. Mitigation of impacts on aquatic resources within the coastal zone may require offsets outside the coastal zone and would be negotiated with the CCC on a case-by-case basis.</li> <li>▪ Project-specific (permittee responsible) mitigation. Apply an appropriate mitigation ratio for regulated aquatic resources in consultation with the regulatory agencies (i.e., following the USACE Standard Operating Procedure and any other applicable standards) to ensure no net loss of wetlands functions and services, account for temporal losses, and set in coordination with USACE, RWQCB and CDFW. Impacts on vernal pools within the City of San Diego would require mitigation consistent with the VPHCP (City of San Diego 2017); impacts on vernal pools outside the City of San Diego would require permitting through the RWQCB.</li> </ul>	<p>vegetation cover will be considered successful given that native vegetation is generally regarded as superior habitat for native wildlife and plant species and therefore has higher biological value. The satisfaction of these performance criteria shall be verified by a Qualified Biologist via a biological survey and an associated letter documenting the survey results. A "Qualified Biologist" is a professional with 5 years of experience in biological resource evaluation in San Diego County, with qualifications to be verified to the satisfaction of the City Planner. The habitat preservation mitigation site shall (1) be protected by a conservation easement or other City-approved mechanism that provides preservation in perpetuity, (2) have a permanent responsible party clearly designated, and (3) be managed in accordance with a Habitat Management Plan in perpetuity. The Habitat Management Plan shall be prepared by a Qualified Biologist pursuant to the performance criteria and the Draft Subarea Plan's (City of Oceanside 2015) applicable framework preserve management guidelines. The Habitat Management Plan shall also include Property Analysis Report (PAR) analysis verified by a Qualified Biologist and approved by the City to identify yearly maintenance and monitoring costs pursuant to meeting those performance criteria, as well as identify an initial management fund endowment to provide for management in perpetuity. Prior to grading permit issuance, the applicant shall provide proof to the City of Oceanside Planning Division that such funds have been provided to the permanent responsible party.</p>

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	<p>Through implementation of MM-BIO-1, the proposed project would provide compensatory mitigation in the form of project- and habitat-specific onsite conservation of approximately 4.31 acres of coastal sage scrub, in and around areas identified as MSCP Hardline Preserve in the City's draft MSCP.</p> <p>The proposed project would avoid impacts to regulated aquatic resources, therefore, no project-specific mitigation is required for these resources; however, the proposed project does include enhancement and restoration of previously disturbed areas adjacent to Loma Alta Creek. Because these activities would include non-native /invasive plant removal and revegetation within the limits of CDFW jurisdiction, MM-BIO-7 is recommended to notify CDFW and if determined necessary, secure a Streambed Alteration Agreement pursuant to Section 1600 et. seq. of the CA Fish and Game Code.</p>
<p><b>BIO-1c Prepare a Habitat Restoration Plan.</b></p> <p>During planning, design, and project-level CEQA review of transportation network improvements or development projects, and as part of the regulatory permitting process, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should—as specified through consultation with and as approved by the resource agencies, and consistent with adopted MSCP or MHCP guidelines and agreements, and applicable federal and State regulatory requirements—prepare and implement a habitat restoration plan for impacts on sensitive natural communities or a Habitat Mitigation and Monitoring Plan (HMMP) consistent with the requirements of and approved by USACE, RWQCB, and CDFW for all impacts on regulated waters, including wetlands. This mitigation measure applies provided that mitigation does not occur through credit purchase at a mitigation bank. The restoration plan should include the following:</p> <ul style="list-style-type: none"> <li>▪ Details regarding the location of the site, site conditions and functions, site preparation (e.g., grading, bioengineering methods), recontouring, planting specifications (including native seed mixes and plant palettes), irrigation design (if determined necessary), and measures to control exotic vegetation.</li> </ul>	<p><b>Mitigation Measure BIO-1c is Applicable to the proposed Project.</b> The proposed project has also been designed to avoid impacts to regulated waters, including wetlands, and no permits from the USACE, RWQCB or CDFW are necessary for mitigation.</p> <p>However, as explained in Section 6.4, the proposed project would include enhancement and restoration of previously disturbed areas adjacent to Loma Alta Creek. Appendix B, Biological Resources Technical Report include a Buffer Restoration Plan (Appendix A to the Biological Resource Technical Report) for the restoration and enhancement of upland habitat along Loma Alta Creek. Because these activities</p>

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<ul style="list-style-type: none"> <li>▪ Details on avoidance of impacts on any extant sensitive biological resources that may occur as the result of habitat restoration, including direct loss and indirect effects related to changes in hydrology and associated potential effects on species composition.</li> <li>▪ Identification of locally appropriate plant species for the plan, sourcing (e.g., seed collection, contract-growing of container plants), and outline of performance standards (success criteria). Success should be measured by comparing a similar, natural (undisturbed) reference site containing the same vegetation communities and located within the same watershed as the restoration site, and should use statistical metrics in consideration of the temporal difference between an established reference site and an immature restoration site.</li> <li>▪ Performance standards sufficient to create self-sustaining habitat providing the functions and values required to offset those lost to the impacts and meet the requirements of applicable agency and adopted plans, ordinances, and policies. After final performance standards have been met and any relevant permitting agencies have approved the mitigation project as complete, the mitigation areas must be conserved and managed in perpetuity (see BIO-1d)</li> <li>▪ Maintenance and monitoring procedures (including post-restoration monitoring and reporting). Any habitat restoration and mitigation site should be monitored for a minimum of 5 years or as required by regulatory agencies, but continue maintenance and monitoring until performance standards are met.</li> <li>▪ Identification of remedial measures if the mitigation efforts fall short of the performance standards. Remedial measures typically include, but are not limited to, replanting, reseeding, topographical/surface contour adjustments, supplemental irrigation, access control, increased weed control, and extended maintenance and monitoring periods.</li> <li>▪ Climate science and climate change resiliency and adaptation measures, to be developed as adaptive management strategies for restoration and long-term management planning to reflect the latest available information on climate change impacts and adaptation measures, such as seed storage and adaptation of the seed mixes and planting palettes to adapt to changing climate conditions and sea-level rise.</li> </ul>	<p>would include non-native /invasive plant removal and revegetation within the limits of CDFW jurisdiction, MM-BIO-7 is recommended to notify CDFW and if determined necessary, secure a Streambed Alteration Agreement pursuant to Section 1600 et. seq. of the CA Fish and Game Code.</p>
<p><b>BIO-1d Prepare Habitat/Long-Term Management Plans.</b>                  During project-level CEQA review of transportation network improvements or development projects and as part of the regulatory permitting process, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions should—as specified through consultation with and approved by the resource agencies, and consistent with adopted MSCP or MHCP guidelines and agreements, and applicable federal and State regulatory requirements—prepare and implement a Long-Term Management Plan (LTMP) consistent with the requirements of USACE, RWQCB, and CDFW for all impacts on regulated waters, including wetlands; or a Habitat Management Plan (HMP) or Resources Management Plan (RMP) for upland mitigation areas. The management plans can and should be consistent with the SDMMP MSP (SDMMP 2017), be prepared</p>	<p><b>Mitigation Measure BIO-1d is Applicable to the proposed Project</b> This measure will be implemented both as a project design feature and project-specific mitigation measure. As explained in Section 6.4, the proposed project would include enhancement and restoration of previously disturbed areas adjacent to Loma Alta Creek. Appendix B, Biological Resources Technical Report include a Buffer Restoration Plan (Appendix A to the Biological Resource</p>

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<p>by qualified and experienced ecologists to develop appropriate management and monitoring measures, describe management in perpetuity of the mitigation and conservation areas, illustrate adaptive management measures (Atkinson et al. 2004), outline management goals and objectives, and identify management tasks pursuant to these goals and objectives. Management goals should include adaptive management measures for climate adaptation and resiliency. Furthermore, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, prepare a management cost analysis to identify long-term management costs pursuant to measures outlined in the LTMP, HMP, or RMP. Long-term management should be funded using endowments or other financial assurances to generate sufficient annual interest to manage mitigation areas in perpetuity. In addition to the funding requirements, the management plans should also identify the habitat manager and propose a site protection instrument, such as an agency-approved Conservation Easement (CE), restrictive covenant or other title restriction that identifies the mitigation site to be conserved in perpetuity. In some cases, compensatory mitigation would occur through adding lands through public lands that are already preserved (e.g., National Wildlife Refuge).</p>	<p>Technical Report) for the restoration and enhancement of upland habitat along Loma Alta Creek.</p> <p>The Buffer Restoration Plan was prepared by a qualified biologist and includes ongoing management and maintenance requirements and provides for an endowment to ensure adequate funding for these activities. As required by mitigation measure MM-BIO-8:</p> <p><b>MM-BIO-8</b> Habitat Restoration Plan. The applicant shall prepare, or cause to be prepared a Habitat Restoration Plan. The Habitat Restoration Plan shall be prepared by a Qualified Biologist pursuant to the performance criteria and the Draft Subarea Plan's (City of Oceanside 2010) applicable framework preserve management guidelines. A "Qualified Biologist" is a professional with 5 years of experience in biological resource evaluation in San Diego County, with qualifications to be verified to the satisfaction of the City Planner.</p> <p>Prior to the issuance of any grading permit, the applicant shall provide evidence to the City of Oceanside Planning Division that 0.58 acres of riparian and upland habitat intended to be restored to Diegan coastal sage scrub or other City-approved native vegetation community are provided as mitigation to the satisfaction of the City. Performance standards for Diegan coastal sage scrub restoration will include creating Diegan coastal sage scrub with at least 75% vegetative cover.</p> <p>Monitoring reports shall be required as a condition of development approval after the first and third year of habitat mitigation efforts,</p>

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	<p>with the third year demonstrating the performance standards are met. The Monitoring Reports shall be completed by a Qualified Biologist, and shall include an evaluation of habitat pursuant to the performance criteria.</p> <p>In addition, the applicant shall provide a performance bond to the City prior to the issuance of a grading permit to ensure the completion of the restoration. The habitat restoration site shall (1) be protected by a conservation easement or other City-approved mechanism that provides preservation in perpetuity, (2) have a permanent responsible party clearly designated, and (3) be managed in accordance with a Habitat Management Plan in perpetuity. The Habitat Management Plan shall be prepared by a Qualified Biologist pursuant to the performance criteria and the Draft Subarea Plan's (City of Oceanside 2015) applicable framework preserve management guidelines.</p> <p>The Habitat Management Plan shall also include a Property Analysis Record (PAR) to identify yearly maintenance and monitoring costs pursuant to meeting those performance criteria, as well as identify an initial management fund endowment to provide for management in perpetuity. Prior to grading permit issuance, the applicant shall provide proof to the City of Oceanside Planning Division that such funds have been provided to the permanent responsible party.</p> <p>Restoration activities shall be completed in accordance with a Habitat Restoration Plan. Prior to issuance of a grading permit, proof of</p>

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	<p>the initiation of the habitat restoration must be provided to the City.</p> <p>Because these activities would include non-native /invasive plant removal and revegetation within the limits of CDFW jurisdiction, MM-BIO-7 is recommended to notify CDFW and if determined necessary, secure a Streambed Alteration Agreement pursuant to Section 1600 et. seq. of the CA Fish and Game Code.</p>
<p><b>BIO-1e Implement Best Management Practices to Avoid Indirect Impacts.</b></p> <p>During planning, design, project-level CEQA review, and construction of transportation network improvements or development projects, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, include location-specific measures to avoid and minimize construction-generated dust, erosion, runoff, and sedimentation, and exotic plant invasion, within or into sensitive natural habitats and jurisdictional waters. Location-specific measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Place construction materials, staging, storage, dispensing, fueling, and maintenance activities in upland areas outside of sensitive habitat, and take adequate measures to prevent any runoff from entering regulated waters, including wetlands.</li> <li>▪ Fuel equipment on existing paved roads. Check contractor equipment for leaks prior to operation and repaired as necessary.</li> <li>▪ Monitor construction activities using a qualified biologist when construction is occurring in, or adjacent to, sensitive natural communities and grant the biologist the authority to stop work if it deviates from approved plans and mitigation measures.</li> <li>▪ Prohibit planting or seeding of invasive plant species that appear on the most recent version of the California Invasive Plant Council (Cal-IPC) California Invasive Plant Inventory, including the development of an integrated invasive plant control plan describing protocols and enforcement schedules for maintenance, construction, and emergency activities working within and moving between important habitat areas.</li> </ul>	<p><b>Mitigation Measure BIO-1e is applicable to the proposed project and will be implemented as project specific mitigation.</b> Section 6.4, Biological Resources, analyzes indirect impacts. Based on the project site characteristics, the SCEA recommend location-specific measures, as follows:</p> <p><b>MM-BIO-4: Temporary Installation of Fencing.</b> To prevent inadvertent disturbance to areas outside the limits of grading for each phase, the contractor shall install temporary fencing, or utilize existing fencing, along the limits of grading.</p> <p><b>MM-BIO-5 Permanent Fencing and Signage.</b> To prevent inadvertent disturbance to areas designated for permanent preservation, the applicant or their designee shall install permanent fencing and signage.</p> <p><b>MM-BIO-6: Invasive Species Prohibition.</b> The final landscape plans shall be reviewed by the project biologist, City of Oceanside, and a qualified botanist to confirm there are no invasive plant species as included on the most recent version of the California Invasive Plant Council California Invasive Plant Inventory for the project region.</p>

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<p><b>BIO-2a Implement Design, Minimization, and Avoidance Measures for Special-Status Animal Species.</b>                      During planning, design, project-level CEQA review, regulatory permitting process, and construction of transportation network improvements or development projects, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, incorporate measures to avoid and minimize impacts on special-status animal species. Construction measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Avoid construction during the nesting or breeding season of special-status animal species.</li> <li>▪ If the nesting or breeding season cannot be avoided, conduct focused surveys (by certified biologists approved by the Wildlife Agencies) and implement noise attenuation measures (e.g., temporary noise barriers) if construction noise levels are found by the focused survey to disturb special-status animal species, specifically during the breeding season.</li> <li>▪ Backfill all wildlife pitfalls (trenches, bores, and other excavations) at the end of each work day. If backfilling is not feasible, slope all trenches, bores, and other excavations at a 3:1 ratio at the ends to provide wildlife escape ramps, or cover completely to prevent wildlife access.</li> <li>▪ Delineate permitted work areas, including staging areas, equipment access, and placement of soils, with fencing or stakes prior to construction to prevent access to areas occupied by special-status species.</li> <li>▪ Require monitoring of construction activities by qualified or certified biologists when construction occurs in, or adjacent to (i.e., within buffer areas approved by the regulatory agencies), areas suitable for or occupied by special-status species, with authority to stop work if it deviates from approved plans and mitigation measures. Avoidance buffers may vary by species and should be approved by the Wildlife Agencies.</li> <li>▪ Avoid nighttime construction or minimize lighting. When activities must occur at night, direct lighting (e.g., staging areas, equipment storage sites, roadway) downward and away from sensitive vegetation communities. Use light glare shields to reduce the extent of illumination into adjoining areas.</li> <li>▪ Remove spoils, trash, or any debris to an offsite, approved disposal facility. Contain trash and food items in closed containers and remove daily to reduce the attractiveness to opportunistic predators such as coyotes and feral dogs and cats that may prey on sensitive species. Prohibit workers from bringing pets and firearms to the site</li> <li>▪ Clear vegetation outside of the typical breeding season of special-status animal species as determined by the Wildlife Agencies or qualified biologist. If activities must occur during special-status species breeding season timeframes, conduct a preconstruction survey by a qualified biologist to determine whether the species of concern, including special-status birds protected under the MBTA, are present within the proposed work area or appropriate buffer (buffer distance may vary depending on the type of activity and the species and other site conditions). If the</li> </ul>	<p><b>Mitigation Measure BIO-2a is Applicable to the proposed project and will be implemented as MM-BIO-2 and MM-BIO-3.</b></p> <p><b>MM-BIO-2: Nesting Bird Surveys.</b>                      Construction-related ground-disturbing activities (e.g., clearing/grubbing, grading, and other intensive activities) that occur during the breeding season (typically February 1 through September 15) shall require a one-time biological survey for nesting bird species to be conducted within the limits of grading and a 500-foot buffer within 72 hours prior to construction. This survey is necessary to ensure avoidance of impacts to nesting raptors and/or birds protected by the federal Migratory Bird Treaty Act and California Fish and Game Code, Sections 3503 and 3513. If any active nests are detected, the area shall be flagged and mapped on the construction plans or a biological resources figure, and the information provided to the construction supervisor and any personnel working near the nest buffer. Active nests will have buffers established around them (e.g., 250 feet for passerines to 500 feet for raptors) by the project biologist in the field with brightly colored flagging tape, conspicuous fencing, or other appropriate barriers or signage. The project biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to avoid inadvertent impacts to these nests. The project biologist may adjust the 250-foot or 500-foot setback at his or her discretion depending on the species and the location of the nest (e.g., if the nest is well protected in an area buffered by dense vegetation). However, if needed, additional qualified monitor(s) shall be</p>

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<p>species of concern are found on site, implement measures, surveys, and construction monitoring to avoid impacts as determined by the regulatory agencies and/or the qualified biologist.</p> <p><i>Operation and Maintenance</i></p> <p>Operation and maintenance measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ If permanent lighting is necessary, use motion sensitive lighting rather than steady burning, and direct downward and away from natural vegetation communities. Use light glare shields to reduce the extent of illumination into adjoining areas.</li> <li>▪ In the event that vegetation clearing or other vegetation maintenance is required, schedule vegetation clearing outside special-status animal species breeding seasons.</li> <li>▪ Implement operational noise reduction measures described in Section 4.13, Noise and Vibration (see mitigation measure N-1a).</li> </ul>	<p>provided in order to monitor active nest(s) or other project activities in order to ensure all of the project biologist's duties are completed. Once the nest is no longer occupied for the season, construction may proceed in the setback areas.</p> <p>If construction activities, particularly clearing/grubbing, grading, and other intensive activities, stop for more than 3 days, an additional nesting bird survey shall be conducted within the proposed impact area and a 500-foot buffer.</p> <p>Prior to the initiation of vegetation clearing activities outside of the nesting season, a coastal California gnatcatcher-permitted biologist will perform a minimum of three focused surveys, on separate days, to determine the presence of coastal California gnatcatcher nest building activities, egg incubation activities, or brood rearing activities. The surveys will begin a maximum of 7 days prior to project construction and one survey will be conducted the day immediately prior to the initiation of work. The Permittee will notify the U.S. Fish and Wildlife Service (USFWS) at least 7 days prior to the initiation of surveys and within 24 hours of locating any coastal California gnatcatchers.</p> <p>If a California gnatcatcher nest is found in, or within 500 feet of project construction, the biologist will postpone work within 500 feet of the nest and contact the USFWS to discuss: (1) the best approach to avoid/minimize impacts to nesting birds (e.g., sound walls); and (2) a nest monitoring program acceptable to the USFWS. Subsequent to these discussions, work may be</p>

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	<p>initiated subject to implementation of the agreed-upon avoidance/ minimization approach and nest monitoring program. Nest success or failure will be established by regular and frequent trips to the site, as determined by the biologist, and through a schedule approved by the USFWS. The biologist will determine whether bird activity is being disrupted. If the biologist determines that bird activity is being disrupted, the Permittee will stop work and coordinate with the USFWS to review the avoidance/minimization approach. Coordination between the Permittee and USFWS to review the avoidance/minimization approach will occur within 48 hours. Upon agreement as to the necessary revisions to the avoidance/minimization approach, work may resume subject to the revisions and continued nest monitoring. Nest monitoring will continue until fledglings have dispersed or the nest has been determined to be a failure, as approved by the USFWS. Additionally, any measures provided in the Habitat Conservation Plan shall take precedence over measures in this document.</p>
<p><b>BIO-2b Provide Compensatory Mitigation for Special-Status Plant Species.</b>            Where impacts are unavoidable, during planning, design, regulatory permitting, and project-level CEQA review of transportation network improvements or development projects, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, provide compensatory mitigation for impacts on special-status plant species as specified through consultation with resource agencies, and consistent with adopted MSCP or MHCP guidelines and agreements, federal and State regulatory requirements, or local regulations.</p> <p><i>Federally and/or State-Listed Plant Species</i></p>	<p><b>Mitigation Measure BIO-2b is Applicable to the proposed project.</b> This measure would be implemented as project specific mitigation measure MM-BIO-1. Specifically, the proposed project avoids impacts to federally and state-listed plant species. The proposed project is located within the City of Oceanside, which does not have an approved HCP; however, the City does have a Draft MSCP which identified non-native grassland as a sensitive vegetation community. MM-BIO-1 requires the project to mitigate impacts to non-native grassland</p>

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<ul style="list-style-type: none"> <li>▪ If an individual project would result in take of a federally and/or state-listed plant species, consult with the Wildlife Agencies and/or require the applicant to obtain appropriate take authorizations (e.g., Section 2081 Incidental Take Permit, NCCP, Section 7, Section 10 HCP) prior to construction as required by State and federal law. Federally listed plant species may not fall under this requirement if no federal project nexus is provided. If the area is covered by an adopted NCCP (e.g., MSCP, MHCP), provide mitigation pursuant to the requirements of the NCCP, subarea plan, and associated ordinances and guidelines.</li> <li>▪ Establish appropriate habitat mitigation ratios—depending on the location of the impact and the species—that are also consistent with the requirements of resource agencies and applicable adopted plans, ordinances, and policies that include the appropriate habitat, area, and species in compensation lands. If appropriate, require the applicant to acquire suitable mitigation habitat as part of the SANDAG EMP or use a mitigation bank or in lieu fee program to compensate for impacts.</li> <li>▪ Prepare a species and habitat mitigation plan to identify effective methods for reestablishing the affected species and habitat, including, but not limited to, seed collection, salvage of root masses, translocation of transplanted populations or plant parts, and planting seeds and/or root masses in an area with suitable conditions as approved by the Wildlife Agencies or authorized jurisdiction. Include in the mitigation plan success criteria for reestablishing the affected species and habitat, and remedial measures that must be implemented if the project is not meeting specified performance criteria.</li> <li>▪ Include a monitoring program designed to maintain the resources on lands used as mitigation. Design the monitoring program to evaluate the current and probable future health of the resources, and their ability to sustain populations following the completion of the program.</li> <li>▪ Design remedial measures appropriate for the species and habitat. Appropriate remedial measures include, but are not limited to, exotic species management, access control, replanting and reseeding of appropriate habitat elements, and propagation and seed bulking programs.</li> <li>▪ Conserve any restoration and translocation sites in perpetuity, fund a long-term management endowment, identify a long-term habitat manager, and provide long-term adaptive habitat management measures through a Habitat Management Plan.</li> </ul> <p><i>Non-Federally and/or Non-State-Listed Special-Status Plant Species</i></p> <ul style="list-style-type: none"> <li>▪ For plant species covered by adopted NCCPs or other ordinances such as the San Diego County RPO, obtain all appropriate authorizations prior to construction as required by state, federal, and regional conservation plan (NCCP/HCP) regulations and local ordinances. This may include species-specific mitigation for covered narrow endemic plant species pursuant to MSCP or MHCP requirements.</li> </ul>	<p>habitat impacts through onsite preservation, consistent with the Draft City MSCP habitat mitigation ratio (0.5:1). The project proposed to mitigate 8.62 acres of impacts to non-native grassland by preserving 4.31 acres of coastal sage scrub along the north-facing slopes south of Crouch Street, consistent with the Draft MSCP Subarea Plan. With implementation of MM-BIO-1, impacts would be reduced to less than significant.</p>

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<ul style="list-style-type: none"> <li>▪ Mitigate loss of habitat using mitigation banks or through project-specific mitigation. Mitigate habitat impacts through preservation, translocation/transplantation, restoration, or creation of self-sustaining suitable habitat as described above for federally and state-listed species. Establish appropriate habitat mitigation ratios, depending on the location of the impact and the species, to meet the requirements of resource agencies and applicable adopted plans, ordinances, and policies.</li> </ul>	
<p><b>BIO-2c Provide Compensatory Mitigation for Special-Status Animal Species.</b>            Where impacts are unavoidable, during planning, design, regulatory permitting, and project-level CEQA review of transportation network improvements or development projects, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, provide compensatory mitigation for impacts on special-status animal species as specified through consultation with resource agencies, and in adopted MSCP or MHCP guidelines and agreements, federal and State regulatory requirements, or local regulations.</p> <p><i>Federally and/or State Listed Animal Species</i></p> <ul style="list-style-type: none"> <li>▪ If an individual project would result in take of a federally and/or state-listed animal species, consult with the Wildlife Agencies and/or require the project applicant to obtain appropriate take authorizations (e.g., Section 2081 Incidental Take Permit, Section 7, NCCP, HCP) prior to construction as required by State and federal law. If the area is covered by an adopted NCCP (e.g., MSCP, MHCP), provide mitigation pursuant to the requirements of the NCCP, subarea plan, and associated ordinances and guidelines. As identified through the appropriate take authorizations, develop mitigation plans and long-term conservation and management strategies, as required and approved by the Wildlife Agencies.</li> <li>▪ Mitigate loss of habitat through open space conservation, using mitigation banks (as available) or through project-specific mitigation. Mitigate habitat impacts through preservation, restoration, or creation of self-sustaining suitable habitat following the most recent scientific information and guidance available.</li> <li>▪ Establish appropriate habitat mitigation ratios—depending on the location of the impact and the species— that are also consistent with the requirements of resource agencies and applicable adopted NCCP plans, ordinances, and policies that include the appropriate habitat, area, and species in compensation lands. If appropriate, require the applicant to acquire suitable mitigation habitat as part of the SANDAG EMP or use a mitigation bank or in lieu fee program to compensate for impacts.</li> </ul>	<p><b>Mitigation Measure -BIO-2c is Not Applicable to the proposed project.</b> The proposed project does not directly impact any Special Status Animal Species; therefore, no mitigation is required, and this measure is not required to be incorporated. Impacts would be less than significant.</p>

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<ul style="list-style-type: none"> <li>▪ Prepare a species and habitat mitigation plan to identify effective methods for reestablishing the affected species and habitat based on available scientific information and as recommended by the respective species experts. If appropriate and approved by the regulatory agencies, mitigation may include translocation (active or passive) of the species. Include in the mitigation plan success criteria for reestablishing the affected species and habitat, and remedial measures that must be implemented if the project is not meeting specified performance criteria.</li> <li>▪ Include a monitoring program designed to maintain the resources on lands used as mitigation. Design the monitoring program to evaluate the current and probable future health of the resources, and their ability to sustain populations following the completion of the program.</li> <li>▪ Design remedial measures appropriate for the species and habitat. Appropriate remedial measures include, but are not limited to, exotic species management, access control, habitat restoration, and predator control programs.</li> </ul> <p><i>Non-Federally and/or Non-State-Listed Special-Status Animal Species</i></p> <ul style="list-style-type: none"> <li>▪ Obtain all appropriate authorizations prior to construction as required by state, federal, and regional conservation plan (NCCP/HCP) regulations and local ordinances (such as the County RPO).</li> <li>▪ Follow guidelines that identify mitigation requirements, such as local biology guidelines and mitigation ordinances, or Memoranda of Understanding (MOU) between the respective jurisdiction and Wildlife Agencies.</li> <li>▪ Mitigate loss of habitat using mitigation banks or through project-specific mitigation. Mitigate habitat impacts through preservation, restoration, or creation of self-sustaining suitable habitat. Create species-specific breeding opportunities and protect mitigation areas from edge effects (e.g., roadkill). Establish appropriate habitat mitigation ratios, depending on the location of the impact and the species, to meet the requirements of resource agencies and applicable adopted plans, ordinances, and policies.</li> </ul>	
<p><b>BIO-3 Facilitate Wildlife Movement.</b></p> <p>During planning, design, and project-level CEQA review of transportation network improvements or development projects, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, implement project designs that provide for continued movement of wildlife by limiting edge effects and assisting wildlife navigation through or across barriers in areas where wildlife corridors and nursery sites are impacted, as determined by best available information, modeled wildlife corridors, linkages identified in adopted HCP/NCCPs, studies conducted by San Diego Management and Monitoring Program in collaboration with the USGS Biological Resource Division, or project-specific wildlife movement studies. Conduct wildlife movement studies and Before-After-Control-Impact-Studies (BACI) where data are lacking, identify corridor widths and wildlife crossing structures, and consider balancing conservation and recreation</p>	<p><b>Mitigation Measure BIO-3 is Applicable to the proposed project.</b> Although the project site is not part of an identified corridor, the Biological Technical Report notes that the CSS may function as a stepping stone for CAGN. Therefore, because the proposed project is designed to avoid direct impacts to CSS, this measures would be implemented in the project design. No roads are proposed to cross these preserved areas, which are identified as Hardline Preserve in the City's Draft MSCP. The</p>

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<p>(Mitrovich et al. 2020) in project design. Include adaptive management and monitoring measures in the CEQA review, mitigation measures, and project design. Design measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Allow corridor buffer zones and wide movement corridors to remain or incorporate periodic larger habitat patches along a corridor’s length.</li> <li>▪ Where feasible, site linear projects, including pedestrian trails, away from wildlife corridors and conserved lands or NCCP lands.</li> <li>▪ Where feasible, prohibit night-time trail use and enforce seasonal trail closure, and plan access points and infrastructure carefully to minimize the effects on biological resources and wildlife corridors.</li> <li>▪ As feasible, within 200 feet of a wildlife corridor, use non-reflective glass or glass treated with nonreflective coating for all exterior windows and building surfaces.</li> <li>▪ Use only native species for landscaping within at least 200 feet of identified wildlife corridors.</li> <li>▪ Incorporate dimmed, shielded, and directed lighting in areas near corridors that only illuminate the project site; consider high pressure sodium or cut-off fixtures as feasible, and provide vegetative screening to reduce light pollution on corridors.</li> <li>▪ Include permanent noise barriers and sound-attenuating features as part of the project design, and incorporate temporary noise barriers and noise-reduction devices on equipment during construction; require the use of hydraulically or electrically powered tools, as feasible. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.</li> <li>▪ Install physical barriers (e.g., wildlife fencing) that prevent human and/or domestic predator entry into the corridor and, if appropriate, limit the amount of noise and lighting that enters the corridor. Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials (i.e. rubberized asphalt), and traffic calming measures.</li> <li>▪ Minimize the number of road crossings through identified wildlife corridors.             <ul style="list-style-type: none"> <li>- Incorporate the appropriate wildlife crossing infrastructure into project design. Wildlife crossing infrastructure will be designed following the latest scientific information, and should include upgrading existing culverts to facilitate functional wildlife movement, installing crossing and directional fencing at roadkill hotspots, installing wildlife bridges or undercrossing, and managing in perpetuity both sides of the wildlife crossings. Construct or retrofit with features such as open span bridges instead of closed culverts to allow for wildlife movement under linear transportation corridors.</li> </ul> </li> </ul>	<p>proposed project also includes a design feature to restore and enhance upland habitat adjacent to Loma Alta Creek.</p> <p>The remaining measures will be implemented as project specific mitigation measures MM-BIO-4, MM-BIO-5 and MM-BIO-6, as follows:</p> <p><b>MM-BIO-4: Temporary Installation of Fencing.</b> To prevent inadvertent disturbance to areas outside the limits of grading for each phase, the contractor shall install temporary fencing, or utilize existing fencing, along the limits of grading.</p> <p><b>MM-BIO-5 Permanent Fencing and Signage.</b> To prevent inadvertent disturbance to areas designated for permanent preservation, the applicant or their designee shall install permanent fencing and signage.</p> <p><b>MM-BIO-6: Invasive Species Prohibition.</b> The final landscape plans shall be reviewed by the project biologist, City of Oceanside, and a qualified botanist to confirm there are no invasive plant species as included on the most recent version of the California Invasive Plant Council California Invasive Plant Inventory for the project region.</p>

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<ul style="list-style-type: none"> <li>- If the construction of or retrofitting with wildlife bridges is infeasible, incorporate undercrossings and/or other crossing structures that use scientifically accepted openness ratios to allow for continued movement of wildlife where transportation facilities create barriers to wildlife movement and use of nursery sites. Evaluate size-class-specific crossing structures and movement enhancement features (e.g., habitat refugia within structure, soft bottom undercrossings) for each species to ensure that crossings are functional for movement. Additionally, within aquatic habitat impacting fish corridors for species such as southern steelhead, create passable aquatic barriers for migratory fish species in order to provide fish access to spawning and rearing habitats.</li> <li>- Maintain undercrossings and/or other crossing structures as needed to ensure wildlife movement. Prepare a fencing and wildlife crossing structure maintenance plan for projects with edge effects to maintain permeability for wildlife across corridors.</li> <li>- Install directional fencing, where appropriate, to reduce vehicle mortality and guide wildlife to proposed bridges, undercrossings, and/or other crossing structures. Where fencing stops, extend the fence and angle it away from the roadways to deter wildlife from being funneled to roadways. Because it is not possible to install a continuous fence, use one-way gates or jump-outs so animals that do get around fence end runs can safely exit roadways.</li> </ul> <p>The inclusion of the above design features should result in an equal or net-benefit to wildlife movement compared to existing conditions.</p> <p>In addition, pursuant to the California Ecosystems Protection Act (AB 1788), ban the use of anticoagulant rodenticides near open space, conserved lands and areas identified as core, linkages, wildlife corridors, or other connectivity areas. The use of anticoagulant rodenticides causes secondary poisoning in predators and may contribute to reduced functional connectivity in an already constrained landscape.</p>	
<p><b>CULT-1A DEVELOP PROJECT-LEVEL MEASURES.</b></p> <p>During project-level CEQA review of transportation network improvements or development projects that would cause a substantial adverse change in the significance of a CEQA-defined “historical resource” or significantly affect a unique archeological resource, SANDAG shall, and transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, develop project-level protocols and mitigation measures, consistent with CEQA Guidelines Section 15126.4(b) and in consultation with the State Historic Preservation Officer (SHPO) as needed, to avoid or reduce impacts to CEQA-defined historical resources and unique archaeological resources. Allow for adequate resources to identify (through survey, consultation, or other means) cultural resources in order to develop minimization and avoidance methods where possible. Consult with appropriate Native American representatives to provide necessary input as to resources that are of concern. These may include natural areas that contain resources of importance to tribes that are</p>	<p><b>Mitigation Measure CULT-1a is Applicable to the proposed project.</b> This measure will be implemented by the SCEA through implementation of project-specific mitigation measures to reduce impacts to unknown archeological resources. Specifically, Mitigation Measure MM-CUL-1a through 1h which requires:</p> <p><b>MM-CUL-1a</b> Prior to the issuance of a Grading Permit, the Applicant/Owner shall enter into a pre-excavation agreement, otherwise</p>

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<p>located outside of reservations. Project-level mitigation measures include, but are not limited to, the following:</p> <p><u>Unique Archaeological Resources</u></p> <ul style="list-style-type: none"> <li>▪ Where feasible, avoid impacts to unique archaeological resources by preservation in place by:                             <ul style="list-style-type: none"> <li>- Avoiding archaeological sites.</li> <li>- Deeding archaeological sites into permanent conservation easements.</li> <li>- Capping or covering archaeological sites with a layer of soil before building on the sites.</li> </ul> </li> <li>▪ If preservation in place is not feasible, reduce impacts on archaeological sites by completion of a data recovery program conducted in compliance with CEQA Guidelines Section 15126.4(b) and other transportation project sponsor guidelines. (A data recovery program for archaeological sites consists of excavation of a percentage of the site (determined in consultation with the lead agency) to provide information necessary to answer significant research questions.)</li> </ul> <p><u>Historic Resources</u></p> <ul style="list-style-type: none"> <li>▪ Conduct maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation, relocation, or reconstruction to reduce impacts on historic resources, and have a qualified architectural historian or historic architect review mitigation plans to review consistency with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings; and</li> <li>▪ If avoidance of a built historic resource is not feasible, apply additional mitigation options including, but not limited to, specific design plans for historic districts, or plans for alteration or adaptive reuse of a historical resource that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings</li> <li>▪ If demolition of a historical resource must occur, apply mitigation options such as recordation including a building description, historical narrative, and photographic documentation of the building and appropriate as-built drawings similar to the Historic American Building Survey documentation outlined by the National Park Service (National Park Service 2015).</li> </ul>	<p>known as a Tribal Cultural Resources Treatment and Tribal Monitoring Agreement, with the "Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe." A copy of the agreement shall be included in the Grading Plan Submittals for the Grading Permit. The purpose of this agreement shall be to formalize protocols and procedures between the Applicant/Owner and the TCA Native American Monitor associated with a TCA Luiseño Tribe for the protection and treatment of, including but not limited to, Native American human remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional gathering areas and tribal cultural resources, located and/or discovered through a monitoring program in conjunction with the construction of the proposed project, including additional archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all other ground disturbing activities. At the discretion of the Luiseño Native American Monitor, artifacts may be made available for 3D scanning/printing, with scanned/printed materials to be curated at a local repository meeting the federal standards of 36 CFR 79.</p> <p><b>MM-CUL-1b</b> Prior to the issuance of a Grading Permit, the Applicant/Owner or Grading Contractor shall provide a written and signed letter to the City of Oceanside Planning Division stating that a Qualified Archaeologist and</p>

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	<p>Luiseno Native American Monitor have been retained at the Applicant/Owner or Grading Contractor's expense to implement the monitoring program, as described in the pre-excavation agreement. A "Qualified Archeologist" is a professional with degree in archeology or relevant area of study and at least 5 years of experience, with qualifications to be verified to the satisfaction of the City Planner.</p> <p><b>MM-CUL-1c</b> The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseno Native American monitor during all ground disturbing activities. The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The Applicant/Owner or Grading Contractor shall notify the City of Oceanside Planning Division of the start and end of all ground disturbing activities.</p> <p><b>MM-CUL-1d</b> The Qualified Archaeologist and Luiseno Native American Monitor shall attend all applicable pre-construction meetings with the General Contractor and/or associated Subcontractors to present the archaeological monitoring program. The Qualified Archaeologist, or an archaeological monitor working under the direction of the Qualified Archaeologist, and Luiseno Native American Monitor shall be present on site full-time during</p>

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	<p>grubbing, grading, and/or other initial ground altering activities, including the placement of imported fill materials or fill used from other areas of the project site, to identify any evidence of potential archaeological or tribal cultural resources. All fill materials shall be absent of any and all tribal cultural resources. The Qualified Archaeologist and Luiseño Native American Monitor shall conclude monitoring when concurrence is reached by the Qualified Archaeologist and Luiseno Native American monitor that ground disturbing activities will no longer affect potential tribal cultural resources.</p> <p><b>MM-CUL-1e</b> In order for potentially significant archaeological artifact deposits and/or cultural resources to be readily detected during mitigation monitoring, a written “Controlled Grade Procedure” shall be prepared by a Qualified Archaeologist, in consultation with the Luiseño Native American monitor, other Traditionally and Culturally Affiliated Luiseño Tribes that have participated in the state-prescribed process for this project, and the Applicant/Owner, subject to the approval of City of Oceanside representatives. The Controlled Grade Procedure shall establish requirements for any ground disturbing work with machinery occurring in and around areas the Qualified Archaeologist and Luiseño Native American monitor determine to be sensitive through the cultural resource mitigation monitoring process.</p>

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	<p>The Controlled Grade Procedure shall include, but not be limited to, appropriate operating pace, increments of removal, weight, and other characteristics of the earth disturbing equipment. A copy of the Controlled Grade Procedure shall be included in the Grading Plan Submittals for the Grading Permit.</p> <p><b>MM-CUL-1f</b> The Qualified Archaeologist or the Luiseño Native American monitor may halt ground disturbing activities if unknown tribal cultural resources, archaeological artifact deposits, or cultural features are discovered. Ground disturbing activities shall be directed away from these deposits to allow a determination of potential importance.</p> <p>Isolates and clearly non-significant deposits will be minimally documented in the field, and before grading proceeds these items shall be secured until they can be repatriated for later reburial on project site within the 65,000 sf of passive/restoration space. If items cannot be securely stored on the project site, they may be stored in off-site facilities.</p> <p>If the Qualified Archaeologist and Luiseño Native American monitor determine that the unearthed tribal cultural resource, artifact deposits, or cultural features are considered potentially significant, Traditionally and Culturally Affiliated (TCA) Luiseño Tribes that have participated in the state-prescribed</p>

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	<p>consultation process for this project shall be notified and consulted regarding the respectful and dignified treatment of those resources. The avoidance and protection of the significant tribal cultural resource and/or unique archaeological resource is the preferable mitigation. If, however, it is determined by the City of Oceanside that avoidance of the resource is infeasible, and it is determined that a data recovery plan is necessary by the City of Oceanside as the Lead Agency under the California Environmental Quality Act, TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project shall be notified and consulted regarding the drafting and finalization of any such data recovery plan.</p> <p>For significant tribal cultural resources, artifact deposits, or cultural features that are part of a data recovery plan, no invasive or non-invasive testing of cultural materials is permitted without prior permission of the affiliated Tribes.. The data recovery plan shall also incorporate and reflect the tribal values of the TCA Luiseño Tribes that have participated in the state-prescribed consultation process for this project. If the Qualified Archaeologist collects such resources, the Luiseño Native American monitor must be present during any testing or cataloging of those resources. Moreover, if the Qualified Archaeologist does not collect the tribal cultural</p>

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	<p>resources that are unearthed during the ground disturbing activities, the Luiseño Native American monitor may, at their discretion, collect said resources for later reburial on project site with the 65,000 sf passive / restoration space. Ground disturbing activities shall not resume until the Qualified Archaeologist, in consultation with the Luiseño Native American Monitor, deems the cultural resource or feature has been appropriately documented and/or protected.</p> <p><b>MM-CUL-1g</b> The landowner shall relinquish ownership of all tribal cultural resources unearthed during the cultural resource mitigation monitoring conducted during all ground disturbing activities and from any previous archaeological studies or excavations on the project site to the consulting Tribes for reburial on project site at a location agreed upon by the Tribes within the 65,000 sf passive/restoration space. All cultural materials that are associated with burial and/or funerary goods will be repatriated to the Most Likely Descendant as determined by the Native American Heritage Commission per California Public Resources Code, Section 5097.98. No tribal cultural resources shall be subject to curation.</p>

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	<p>Treatment of Pre-contact and/or Tribal Cultural Resources</p> <p>One of the following treatments shall be applied.</p> <ol style="list-style-type: none"> <li>1. Preservation-in-place, if feasible is the preferred option. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.</li> <li>2. Reburial of the resources on the Project property with thin 65,000 sf passive / restoration space. The measures for reburial shall be culturally appropriate as determined through consultation with the consulting Tribe(s) and include, at least, the following: Measures to protect the reburial area from any future impacts in perpetuity. Reburial shall not occur until all required cataloguing have been completed on the cultural resources, with the exception that sacred and ceremonial items, burial goods, and Native American human remains are excluded. No cataloguing, analysis, or other studies may occur on human remains grave goods, and sacred and ceremonial items. Any reburial processes shall be culturally appropriate and approved by the consulting tribe(s).</li> </ol>

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	<p><b>MM-CUL-1h</b> Prior to the release of the grading bond, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis, and conclusions of the archaeological monitoring program (e.g., data recovery plan) shall be submitted by the Qualified Archaeologist, along with the Luiseño Native American monitor's notes and comments, to the City of Oceanside Planning Division for approval.</p>
<p><b>CULT-1B IMPLEMENT MONITORING AND DATA RECOVERY PROGRAMS.</b>                      During project-level CEQA review and during construction of transportation network improvements or development projects, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, implement monitoring and data recovery measures to reduce impacts on both known and undiscovered CEQA-defined historical resources and unique archaeological resources, including but not limited to the following:</p> <ul style="list-style-type: none"> <li>▪ Require areas identified in any required monitoring and mitigation plan to be monitored during the grading phase of individual projects by a qualified archaeologist and tribal monitor if needed.</li> <li>▪ Should an archaeological deposit and/or feature be encountered during construction activities that is determined to be a historic resource or unique by a qualified archaeologist, stop ground-disturbing activities and prepare and/or implement an Archaeological Data Recovery Program (ADRP) in consultation with SHPO.</li> <li>▪ Integrate curation of archaeological and/or historical artifacts and associated records in a regional center focused on the care, management, and use of archaeological collections if the artifact must be excavated. This does not include Native American human remains and associated burial items, the disposition of which should be determined in consultation with the MLDs (see Impact CULT-2)</li> </ul>	<p><b>Mitigation Measure CULT-1b is Applicable to the proposed project.</b> This measure will be replaced by project-specific mitigation measure MM-CUL-1a through 1h to reduce impacts to unknown archeological resources.</p>
<p><b>PALEO-1A Identify Potential for Unique Paleontological Resources or Unique Geologic Features.</b>                      During planning, design, and project-level CEQA review of transportation network improvements or development projects, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, assess the potential for disturbing unique paleontological resources (e.g., fossils and fossiliferous deposits consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils) or affecting unique geological features (i.e., a geologic feature that is the best example of its kind locally or regionally, illustrates a</p>	<p><b>Mitigation Measure PALEO-1A has been implemented by the proposed project.</b> Section 6.7, Geology and Soils analyzes the potential impact to Paleontological Resources. A Paleontological Resources Letter Report was prepared which included a review of the site's potential to impact paleontological resources.</p>

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<p>geologic principle, provides a key piece of geologic information, is the “type locality” of a fossil or formation, or has high aesthetic appeal) in the project area. For project sites with a high probability of these resources being present, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, retain a qualified paleontologist to conduct a field survey and recommend subsequent steps to be taken during project construction to reduce or avoid impacts on these resources—as described in mitigation measure PALEO-1b—in a report documenting the field survey, and with as-needed support from a registered geologist for unique geologic features not related to fossil localities or fossiliferous deposits.</p>	<p>Impacts were determined to be potentially significant. Therefore, the SCEA recommends mitigation measure MM-GEO-1, repeated below. With implementation of this project-specific mitigation measure, impacts to paleontological resources would be reduced to less than significant.</p>
<p><b>PALEO-1B Avoid or Reduce Impacts to Unique Paleontological Resources or Unique Geologic Features for Development Projects or Transportation Network Improvements.</b></p> <p>If it is determined during planning, design, and project-level CEQA review that transportation network improvements or development projects would be located within an area that likely contains unique paleontological resources or unique geologic features (based on results of the work done in mitigation measure PALEO-1a), SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, avoid or reduce impacts on these resources when feasible. If impacts cannot be avoided, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, retain a qualified paleontologist prior to construction to:</p> <ul style="list-style-type: none"> <li>▪ Prepare a paleontological monitoring and mitigation plan, which will outline where monitoring should occur and procedures for discoveries, consistent with applicable regulations and guidelines. Such regulatory standards include the Antiquities Act of 1906, PRPA, and Public Resources Code requirements; regional and local policies of San Diego County and the cities of Carlsbad, Chula Vista, Coronado, Del Mar, Encinitas, Escondido, La Mesa, Lemon Grove, National City, Oceanside, San Diego, San Marcos, Santee, Solana Beach, and Vista; and guidelines of other transportation project sponsors such as the California Department of Transportation’s Standard Environmental Reference, Environmental Handbook: Volume 1: Guidance for Compliance, Chapter 8: Paleontology (Caltrans 2014).</li> <li>▪ Establish procedures for monitoring and the possible preconstruction salvage of exposed unique resources if fossil-bearing rocks or unique geologic features have the potential to be affected.</li> <li>▪ Provide preconstruction coordination with contractors.</li> <li>▪ Be on site to observe during grading operations and oversee original cutting in previously undisturbed areas of sensitive geologic formations, temporarily halt or redirect construction activities as appropriate to allow recovery of newly discovered fossil remains, recover scientifically valuable specimens or ensure avoidance of the unique paleontological resource or unique geologic feature, and oversee fossil salvage operations and reporting.</li> </ul>	<p><b>Mitigation Measure PALEO-1B is Applicable to the proposed project.</b> This measure will be incorporated into the project-specific MM-GEO-1 recommended by the SCEA to reduce impacts to Unique Paleontological Resources.</p> <p><b>MM-GEO-1</b> Prior to commencement of any grading activity on-site, the applicant shall retain a qualified paleontologist as defined by the 2010 Society of Vertebrate Paleontology (SVP) guidelines, subject to the review and approval of the City’s Building Official, or designee. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the project. The PRIMP shall be consistent with the 2010 SVP guidelines. The qualified paleontologist shall attend the preconstruction meeting and be on-site during all rough grading and other significant ground-disturbing activities in previously undisturbed Santiago Formation, Sespe/Vaqueros Formation (undivided), or Pleistocene old paralic deposits. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot-radius buffer. Once documentation and collection of</p>

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	<p>the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find. Upon completion of the paleontological monitoring program, the qualified paleontologist shall prepare a final monitoring report documenting the results of the mitigation program. This report should include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.</p> <p>With implementation of this measures, impacts to Unique Paleontological Resources would be reduced to Less Than Significant.</p>
<p><b>GHG-5a Allocate Competitive Grant Funding to Projects that Reduce GHG Emissions and for Updates to CAPs or GHG Reduction Plans.</b> No later than December 2023, SANDAG shall implement a grant program(s) that allocate(s) funding on a competitive basis to underfunded GHG-reducing projects that implement the stated strategies or measures in local jurisdiction CAPs or GHG reduction plans. Examples of such projects to reduce GHG emissions include existing building retrofits to reduce electricity or natural gas use or install onsite renewable energy systems, activities at the local level that reduce VMT, Smart Cities6 measures that result in the reduction of GHG, programs and infrastructure to divert organic waste from landfills, and tree planting.</p> <p>The new and/or revised grant program(s) shall: (1) achieve additional annual GHG emissions reductions during the proposed Plan horizon by implementing projects that would not otherwise occur due to insufficient funding, and (2) achieve additional cumulative GHG emissions reductions under the proposed Plan planning horizon by implementing projects ahead of schedule and realizing GHG reductions earlier than they would otherwise occur due to timing of funding availability. Reducing total annual and cumulative GHG emissions under the proposed Plan planning horizon would reduce the proposed Plan’s contribution to climate change.</p> <p>To be eligible for grant funding, local jurisdictions would be required to have a CAP or GHG reduction plan adopted by the agency’s elected decision-making body. Applicants shall provide sufficient evidence in their funding proposals demonstrating, to SANDAG’s satisfaction, that their projects would not be financially feasible, either due to insufficient funding or the timing of funding availability, in the absence of SANDAG funding. Applications shall include estimated GHG emissions reductions from the project, which shall be prepared using established methods or protocols and shall be reviewed and approved by SANDAG. The grant program(s) shall be structured (e.g., using evaluation criteria and/or weighting of evaluation criteria) to prioritize the allocation of funds to projects based</p>	<p><b>Mitigation Measure GHG-5a is Not Applicable to the proposed project.</b> GHG-5a is a program-level mitigation measure that speaks to SANDAG’s creation of grant funding programs and does not apply to specific projects.</p>

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<p>on the amount of measurable progress they achieve towards achieving the GHG emissions reductions targets identified in that jurisdiction’s adopted CAP or GHG reduction plan.</p> <p>Prior to December 2023, as part of next cycle of the TransNet Smart Growth Incentive and Active Transportation Grant Programs Smart Growth Incentive Program SANDAG shall: (1) continue to require locally adopted CAPs or GHG reduction as prerequisites to be eligible for grant funding, and (2) make funding available for local jurisdictions to prepare and update CAPs and GHG reduction plans that keep pace with future longerterm State targets and goals for GHG emissions reductions. Any new or updated CAP or GHG reduction plan receiving funding through this program shall also meet the following minimum criteria:</p> <ul style="list-style-type: none"> <li>▪ The CAP or GHG reduction plan shall be adopted by the jurisdiction's elected decision-making body.</li> <li>▪ The CAP or GHG reduction plan shall establish a locally appropriate 2030 GHG reduction target for communitywide GHG emissions derived from the State’s legislative target for 2030 (as established by SB 32 or as amended by future legislation), and should establish long-term targets</li> <li>▪ The CAP or GHG reduction plan shall quantify, using substantial evidence, how local GHG reduction strategies, programs, and measures would meet or exceed the local GHG reduction target.</li> <li>▪ The CAP or GHG reduction plan shall establish a mechanism to monitor the plan’s progress toward achieving the target, including reporting data to SANDAG consistent with, and inclusion in, the Climate Action Data Portal or similar database, and a requirement to amend the plan if it is not achieving adopted goals.</li> </ul> <p>Sources of funding that SANDAG shall use include the grants to fund CAP implementation and the Resilient Capital Grants and Innovative Climate Solutions Program (approximately \$40 million dollars) identified in the proposed Plan (Table 2-13 in Chapter 2 and Near-Term Actions 9(b) and 9(d) in Appendix K, respectively). SANDAG shall also pursue federal and State partnerships to leverage additional dollars for these programs. SANDAG shall document and report to the SANDAG Board of Directors the activities funded by this grant program and the estimated GHG emissions reductions on an annual basis.</p>	
<p><b>GHG-5b. Establish New Funding Programs for Zero-Emissions Vehicles and Infrastructure.</b>                  SANDAG shall establish one or more new programs to allocate funding for zero-emission buses and infrastructure (e.g., EV charging equipment and/or hydrogen fueling stations), zero-emissions goods movement vehicles (e.g., medium- and/or heavy-duty trucks) and infrastructure, and electric micro-mobility (e.g., personal electric bikes, cargo delivery electric bikes, neighborhood electric vehicles) and associated infrastructure.</p>	<p><b>Mitigation Measure GHG-5b is Not Applicable to the proposed project.</b> GHG-5b is a program-level mitigation measure that speaks to SANDAG’s establishment of funding for zero-emissions vehicles and infrastructure and does not apply to specific projects.</p>

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<p>Eligible entities could include but are not limited to public transit operators for zero-emission bus and infrastructure funding; port tenants, distributors, wholesalers, warehouse developers and/or owners, truck owners and/or operators, truck manufacturers, infrastructure providers, and any company that has a fleet of medium- and/or heavy-duty trucks for zero-emission goods movement funding; and local residents, last mile delivery services, and ride-share and/or ride-hail services for electric micro-mobility funding and associated infrastructure.</p> <p>SANDAG shall include approximately \$100 million by 2025 of the Electric Vehicle Program (Table 2-13 in Chapter 2 and Near-Term Action 9[b] in Appendix K), and approximately \$5 million of Transportation Demand Management funding for an electric bike incentive program (Table 2-13 in Chapter 2).</p> <p>The funding for electric bikes will become available beginning in FY 2022 with the launch of a \$500,000 pilot incentive program and will be expanded through FY 2025. This pilot program will reduce GHG emissions by providing funding for, at minimum, 200 electric bikes and associated services.</p> <p>The funding for zero-emission buses and infrastructure will become available in FY 2023 to enable investments in zero emission transit buses, zero emission school buses, and supporting infrastructure through partnerships with the transit agencies (the Metropolitan Transit System [MTS] and North County Transit District [NCTD]) and San Diego County Air Pollution Control District (APCD). This program will reduce GHG emissions by providing funding for, at minimum, 100 zero-emission buses, as well as associated fueling/charging infrastructure and services.</p> <p>Beginning in FY 2022 SANDAG will begin two planning strategies to inform transition to zero-emission goods movement: the California Energy Commission-funded Medium Duty/Heavy Duty EV Blueprint grant for San Diego Region in partnership with Port of San Diego, and the Caltrans- funded San Diego and Imperial Counties Sustainable Freight Implementation Strategy. SANDAG will also rely on the Portside Community Emissions Reduction Plan (CERP) and Maritime Clean Air Strategy (MCAS) to inform investment decisions. Investments in goods movement vehicle and infrastructure will begin in FY 2024.</p> <p>SANDAG shall also establish one or more programs to allocate approximately \$30 million in funding for public and private light duty vehicle fleets in the San Diego region to install zero-emission vehicle infrastructure and/or purchase zero-emission vehicles (e.g., battery electric vehicles, fuel cell electric vehicles). Eligible entities could include, but are not limited to, school districts, water districts, local jurisdictions, TNCs, private businesses, and non-profit organizations. New funding will be above and beyond that for which reductions in GHG emissions have already been considered as part of the off-model calculations to achieve the SB 375 target.</p>	

Mitigation Measures from SANDAG Final EIR for the 2021 Regional Plan	Applicability to Proposed Project
<p>Beginning in FY 2023, SANDAG will formalize a partnership with CALeVIP San Diego County Incentive Project administrator to make available incentives for fleet charging infrastructure. Beginning in FY 2024, SANDAG will establish a vehicle incentive program that allocates funding incentives for public and private fleet vehicles. This program will reduce GHG emissions by providing funding for a minimum of 5,000 light-duty vehicles and/or chargers.</p> <p>To further support this mitigation measure, SANDAG shall also participate in federal and State processes to support transportation electrification as well as pursue federal, State, and local partnerships to leverage additional dollars for these programs.</p>	
<p><b>GHG-5c. Implement Nature-Based Climate Solutions to Remove Carbon Dioxide from the Atmosphere.</b> Beginning immediately upon adoption of the proposed Plan and prior to December 2025 (adoption of the next Regional Plan), SANDAG shall establish a Nature-Based Climate Solutions Program that will restore or enhance natural infrastructure that uses or mimics natural processes to benefit people and wildlife. Through this program SANDAG shall implement, or provide funding to implement, projects that restore or enhance native habitats to increase rates of carbon sequestration over baseline conditions. Examples include, but are not limited to, restoring buried or concreted watercourses to riparian habitat to return them to more natural conditions, restoration of fallow agricultural native coastal sage scrub and chaparral, and removal of fill within salt and freshwater and restoration with wetland habitat.</p> <p>Prior to implementation of any projects proposed for funding under this program, SANDAG shall prepare, or require the preparation of, studies demonstrating that such proposed projects would increase rates of carbon sequestration over baseline conditions. SANDAG shall document the proposed carbon sequestration for each project receiving funding under this program and provide a report to the SANDAG Board on an annual basis.</p> <p>SANDAG shall use the Nature-Based Climate Solutions Program (approximately \$40 million) identified in the proposed Plan (Table 2-13 in Chapter 2 and Near-Term Action 9(e) in Appendix K) to fund projects under this program. Additional funding could come from the TransNet Environmental Mitigation Program Fund for mitigation projects that require restoration and/or land management grants for the restoration of land to native habitat. SANDAG shall also pursue federal and State partnerships to leverage additional dollars for this program.</p>	<p><b>Mitigation Measure GHG-5c is Not Applicable to the proposed project.</b> GHG-5c is a program-level mitigation measure that speaks to SANDAG's establishment of a program to restore or enhance natural infrastructure and does not apply to specific projects.</p>
<p><b>GHG-5d. Develop and Implement Regional Digital Equity Strategy and Action Plan to Advance Smart Cities and Close the Digital Divide.</b> Subsequent to adoption of the proposed Plan and prior to January 2023, SANDAG shall adopt a Regional Digital Equity Strategy and Action Plan that identifies and addresses gaps<sup>7</sup> in accessing affordable, high-quality broadband service (Near-Term Action 6(c) in Appendix K). Access to broadband service allows for remote education, telemedicine, work from home, and the potential for</p>	<p><b>Mitigation Measure GHG-5d is Not Applicable to the proposed project.</b> GHG-5dis a program-level mitigation measure that speaks to SANDAG's adoption of a plan to address accessing affordable, high-quality broadband service, and does not apply to specific projects.</p>

Mitigation Measures from SANDAG Final EIR for the 2021 Regional Plan	Applicability to Proposed Project
<p>other remote access opportunities that reduce car travel and the associated GHG emissions. Investment in reliable technology and high-speed connectivity are critical to close the digital divide and the foundation of Smart Cities efforts to become more efficient, use less resources and reduce GHG. The Action Plan will identify specific actions, responsible parties, and a timeline for implementing the strategies identified in the Action Plan. Prior to December 2024, SANDAG commits to researching and evaluating methodologies for quantifying, where possible, the corresponding GHG reductions associated with improved access to remote services enabled by broadband (e.g., telehealth, remote work, distance learning, and other remote services). SANDAG shall implement the Next OS (approximately \$32 million) identified in the proposed Plan (Table B-1, Page B-5 in Appendix K) to fund projects that advance Smart Cities efforts and close the digital divide. SANDAG shall also participate in federal and State processes to support projects that increase access to broadband infrastructure, as well as pursue federal, State, and private partnerships to leverage additional dollars for these programs. SANDAG shall document SANDAG's funding expenditures and progress on implementing the Action Plan and provide a report to the SANDAG Board on an annual basis.</p>	
<p><b>GHG-5e. Implement Measures to Reduce GHG Emissions from Transportation Projects.</b>                      During the planning, design, project-level CEQA review, construction, operation, and maintenance of transportation network improvements, SANDAG shall, and transportation project sponsors can and should, implement measures to reduce GHG emissions and achieve zero-net energy, 8 including but not limited to applicable transportation project measures from the California Air Pollution Control Officers Association's (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures (CAPCOA 2010) and the Center for Resource Efficient Communities and the Center for the Built Environment's Zero-Carbon Buildings in California Feasibility Study (Center for Resource Efficient Communities and the Center for the Built Environment 2021). These GHG reduction measures include, but are not limited to, the following.</p> <ul style="list-style-type: none"> <li>▪ Implement sustainable construction measures through construction bid specifications, including the following:                             <ul style="list-style-type: none"> <li>- Use energy and fuel-efficient vehicles and equipment and/or use alternative fuel vehicles and equipment, where applicable.</li> <li>- Use lighting systems that are energy efficient, including light-emitting diode (LED) technology.</li> <li>- Use lighter-colored pavement, binding agents that are less GHG-intensive than Portland cement, and less-GHG intensive asphalt pavements.</li> <li>- Recycle 50–75 percent of construction and demolition waste.</li> </ul> </li> <li>▪ Install efficient lighting (including LEDs) for traffic, street, and other outdoor lighting.</li> <li>▪ Incorporate infrastructure electrification into project design (e.g., EV charging; charging for electric bikes) above minimum code requirements.</li> </ul>	<p><b>Mitigation Measure GHG-5e is Not Applicable to the proposed Project.</b> GHG-5e is applicable to transportation projects. The proposed project is a residential mixed-use project.</p>

Mitigation Measures from SANDAG Final EIR for the 2021 Regional Plan	Applicability to Proposed Project
<ul style="list-style-type: none"> <li>▪ Plan, design and construct all new, upgraded, and regularly maintained infrastructure with electricity demand shall demonstrate how such infrastructure will achieve zero-net energy using onsite innovative technologies (e.g., photovoltaic system, battery storage, energy efficiency) or offsite solutions.</li> <li>▪ Incorporate and increase electric vehicle charging equipment and preferred EV parking spots into projects that include commuter parking areas.</li> <li>▪ Include design measures (e.g., curb management strategies) to accommodate flexible fleets.</li> <li>▪ Install solar photovoltaic canopies over parking areas.</li> <li>▪ Design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.</li> <li>▪ Design measures to reduce water consumption, such as drought-resistant landscaping, smart irrigation systems, and other measures, including those listed in mitigation measures WS-1a and WS-1b in Section 4.18, Water Supply.</li> <li>▪ Construct buildings to Leadership in Energy and Environmental Design (LEED) certified standards or equivalent standards.</li> </ul> <p>Funding for those measures that SANDAG selects would be included in individual project budgets.</p>	
<p><b>GHG-5f. Implement Measures to Reduce GHG Emissions from Development Projects.</b>                  During the planning, design, project-level CEQA review, construction, and operation of development projects, the County of San Diego and cities can and should implement measures to reduce GHG emissions and achieve zero-net energy, including but not limited to, applicable land use measures in CAPCOA's Quantifying Greenhouse Gas Mitigation Measures (CAPCOA 2010) and the Center for Resource Efficient Communities and the Center for the Built Environment's Zero-Carbon Buildings in California Feasibility Study (Center for Resource Efficient Communities and the Center for the Built Environment 2021). These measures include, but are not limited to, the following.</p> <ul style="list-style-type: none"> <li>▪ Measures that reduce VMT by increasing transit use, carpooling, bike-share and car-share programs, and active transportation, including the following:                         <ul style="list-style-type: none"> <li>- Building or funding a major transit stop within or near development, in coordination with transit agencies.</li> <li>- Developing car-sharing and bike-sharing programs.</li> <li>- Providing pedestrian network improvements and a comprehensive bicycle network.</li> <li>- Providing traffic calming measures.</li> <li>- Providing transit incentives, including transit passes for Metropolitan/North County Transit District buses and trolleys.</li> </ul> </li> </ul>	<p><b>Mitigation Measure GHG-5f is Not Applicable to the proposed Project.</b> A Greenhouse Gas Emissions Technical Report was prepared for the proposed project. The proposed project includes a suite of sustainability measures as project design feature PDF-GHG-1. Based on implementation of these design features, and as analyzed in Section 6.8, impacts related to GHG emissions are less than significant because they are below the City's service population threshold of 3.5 MT CO<sub>2</sub>e/SP. Therefore, no mitigation is required and this measure is not incorporated.</p>

Mitigation Measures from SANDAG Final EIR for the 2021 Regional Plan	Applicability to Proposed Project
<ul style="list-style-type: none"> <li>- Consistent with the Regional Bike Plan, incorporating bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network.</li> <li>- Implementing Complete Streets consistent with the SANDAG Regional Complete Streets Policy, including adopting local Complete Streets policies.</li> <li>- Implementing Mobility Hubs consistent with the Regional Mobility Hub Strategy.</li> <li>- Improving transit access to bus and trolley routes through incentives for constructing transit facilities within developments, and/or providing dedicated shuttle service to trolley and transit stations.</li> <li>- Implementing measures to increase transit use through service frequency and affordability as identified through community engagement activities, including but not limited to input from local residents, stakeholders, and Community-Based Organizations.</li> <li>- Building low stress bicycle networks including bike trails and connections, lanes, paring, and end of trip facilities.</li> <li>- Subsidizing transit service expansion by increasing service hours, decreasing fares, and adding additional transit fleets.</li> <li>- Implementing employer trip reduction measures to reduce employee trips and VMT such as vanpool and carpool programs, providing end-of-trip facilities, telecommuting, teleconferencing, and alternative work schedule programs.</li> <li>- Incorporating ride hailing and autonomous vehicle innovations.</li> <li>- Including design measures (e.g., curb management strategies) to accommodate flexible fleets.</li> <li>- Implementing a school bus program in areas currently not served by school buses.</li> <li>▪ Measures that reduce VMT through parking strategies based on the SANDAG Regional Parking Management Toolbox, including the following:             <ul style="list-style-type: none"> <li>- Parking pricing strategies consistent with the Toolbox.</li> <li>- Reduced minimum parking requirements.</li> <li>- Residential parking permit programs.</li> <li>- Designation of a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, with adequate passenger loading and unloading for those vehicles.</li> <li>- Adequate bicycle parking.</li> <li>- Other strategies in the SANDAG Regional Parking Management Toolbox.</li> </ul> </li> <li>▪ Measures that reduce VMT through Transportation Systems Management (TSM), including measures included in Appendix DD of the proposed Plan.</li> <li>▪ Land use siting and design measures that reduce GHG emissions, including the following:             <ul style="list-style-type: none"> <li>- Developing on infill and brownfields sites.</li> <li>- Building high density and mixed-use developments near transit.</li> </ul> </li> </ul>	

Mitigation Measures from SANDAG Final EIR for the 2021 Regional Plan	Applicability to Proposed Project
<ul style="list-style-type: none"> <li>- Developing within areas with high jobs gravity to increase destination accessibility.</li> <li>- Orienting development towards transit or an active transport corridor.</li> <li>- Retaining onsite mature trees and vegetation, and planting new trees.</li> <li>▪ Measures to plan, design, and build all new, renovated, and upgraded development and infrastructure with electricity demand to achieve zero-net energy using onsite innovative technologies (e.g., photovoltaic system, battery storage, energy efficiency) or offsite solutions.</li> <li>▪ Measures that increase vehicle efficiency or reduce the carbon content of fuels, including constructing EV charging, alternative fueling stations, or neighborhood electric vehicle networks or charging for electric bicycles consistent with SANDAG's regional readiness planning for alternative fuels.</li> <li>▪ Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.</li> <li>▪ Measures to reduce water consumption, including those listed in mitigation measure WS-1a and WS-1b in Section 4.18</li> </ul>	
<p><b>LU-1 Provide Access and Connections for Transportation Network Improvements.</b>                      During planning, design, and project-level CEQA review of transportation network improvements, including new rail extensions, Mobility Hubs, and roadway widening improvements, SANDAG shall, and other transportation project sponsors can and should, design new transportation network improvements within established communities to avoid the creation of barriers that physically divide such communities. Where avoidance is not feasible, measures to reduce the creation of barriers that physically divide such communities should be considered, including but not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Selecting alignments within or adjacent to existing public rights-of-way.</li> <li>▪ Designing sections above- or below-grade to avoid or reduce physical division of communities, where feasible.</li> <li>▪ Providing direct crossings, overcrossings, or undercrossings at regular intervals for various modes of travel (e.g., pedestrians/bicyclists, vehicles).</li> </ul>	<p><b>Mitigation Measure LU-1 is not applicable to the proposed project.</b> The project is a mixed-use residential development. LU-1 only applies to transportation projects; therefore, this measure is not applicable to the proposed project and is not incorporated.</p>
<p><b>MR-1a Conserve Aggregate and Mineral Resources During Planning and Design of Development Projects.</b>                      During planning, design, and project-level CEQA review of development projects, the County of San Diego, cities, and other local jurisdictions can and should avoid or reduce impacts on known aggregate and mineral resources and locally important mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize direct and indirect impacts on these lands. Aggregate and mineral resource areas, especially MRZ-2 areas, should be maintained in open space or other general plan land use and zoning designations that allow for extraction of mineral resources.</p>	<p><b>Mitigation Measure MR-1a is Not applicable to the proposed project.</b> The project site does not contain known mineral resources and aggregate, and is not designated for these resources in any plans; therefore, this measure is not applicable to the proposed project and is not incorporated.</p>

Mitigation Measures from SANDAG Final EIR for the 2021 Regional Plan	Applicability to Proposed Project
<p><b>MR-1b Conserve Aggregate and Mineral Resources During Planning and Design of Transportation Network Improvements.</b></p> <p>During planning, design, and project-level CEQA review of transportation network improvements, SANDAG shall, and other transportation project sponsors can and should, avoid loss of known aggregate and mineral resources and locally important mineral resource recovery sites, where feasible. Where avoidance is infeasible, SANDAG shall, and other transportation project sponsors can and should, minimize direct and indirect impacts on the availability of known resources and recovery sites through measures that include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Designing transportation network improvements in a manner (such as buffer zones or the use of screening) that do not preclude adjacent or nearby extraction of aggregate and mineral resources following completion of the improvement and during long-term operations.</li> </ul>	<p><b>Mitigation Measure MR-1b is Not applicable to the proposed project.</b> The project is a mixed-use residential development. MR-1b only applies to transportation projects; therefore, this measure is not applicable to the proposed project and is not incorporated.</p>
<p><b>NOI-1a Implement Construction Noise Reduction Measures for Development Projects and Transportation Network Improvements.</b></p> <p>During project-level CEQA review and during construction of development projects and transportation network improvements, the County of San Diego, cities, and other local jurisdictions can and should, SANDAG shall, and other transportation project sponsors can and should, implement construction noise reduction measures to substantially lessen the exposure of noise-sensitive receptors to construction noise levels to achieve applicable noise standards or prevent substantial temporary increases in noise levels in the planning, design, project-level CEQA review, and construction of development projects or transportation network improvements. These measures should include, but are not limited to, the following.</p> <ul style="list-style-type: none"> <li>▪ Maintain construction equipment and vehicles per manufacturers' specifications and fit equipment with noise suppression devices (e.g., improved mufflers, equipment redesign, intake silencers, wraps, ducts, engine enclosures).</li> <li>▪ Minimize construction equipment idling when equipment is not in use.</li> <li>▪ Provide buffer zones or other techniques between stationary equipment (such as generators, compressors, rock crushers, and cement mixers) and the noise receptor.</li> <li>▪ For impact tools (e.g., jack hammers, pavement breakers, rock drills), use hydraulically or electrically powered tools; where use of pneumatic tools is unavoidable, use an exhaust muffler on the compressed air exhaust. Use external jackets on the tools themselves. Use quieter procedures such as drills rather than impact equipment.</li> </ul>	<p><b>Mitigation Measures NOI-1a is Not Applicable to the proposed project.</b> As analyzed in Section 6.13, Noise, the proposed project would have a less than significant effect on construction noise. A Noise Technical Report has been prepared which analyzed the potential construction noise impacts and determined that impacts would be below applicable thresholds. Therefore, no mitigation is required for the proposed project and this measure is not required to be incorporated.</p>

Mitigation Measures from SANDAG Final EIR for the 2021 Regional Plan	Applicability to Proposed Project
<ul style="list-style-type: none"> <li>▪ For rock-crushing or screening operations, place material stockpiles as a noise barrier blocking line-of-sight between the operations and receptors. In addition, for pile driving or other activities generating greater than 90 dBA during construction of development projects or transportation network improvements, the County of San Diego, cities, and other local jurisdictions can and should, SANDAG shall, and other transportation project sponsors can and should, implement noise reduction measures, including but not limited to, the following.</li> <li>▪ Erect temporary noise barriers around the noise generating activities, particularly adjacent to residential buildings.</li> <li>▪ Implement “quiet” pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration) or vibratory pile-driving, where feasible, in consideration of geotechnical and structural requirements and conditions.</li> <li>▪ Monitor the effectiveness of noise attenuation measures by performing compliance noise monitoring at noise-sensitive receptors during construction.</li> </ul>	
<p><b>NOI-1b Implement Operational Noise Reduction Measures for Transportation Network Improvements.</b> During the planning, design, and project-level CEQA review, and construction of transportation network improvements, SANDAG shall, and other transportation project sponsors can and should, implement operational noise reduction measures to substantially lessen the exposure of noise-sensitive receptors to construction noise levels to achieve applicable noise standards or prevent substantial permanent increases in noise levels. These measures should include, but are not limited to, the following.</p> <ul style="list-style-type: none"> <li>▪ Utilize techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, building insulation, and traffic calming measures.</li> </ul> <p>In addition, for railway projects, SANDAG shall, and other transportation project sponsors can and should, implement measures to substantially lessen noise levels to achieve FTA/FRA railway noise exposure thresholds during planning, design, and project-level CEQA review. These measures should include, but are not limited to, the following.</p> <ul style="list-style-type: none"> <li>▪ Use wheel treatments such as damped wheels and resilient wheels.</li> <li>▪ Use vehicle treatments such as vehicle skirts and under car acoustically absorptive material.</li> <li>▪ Establish sufficient buffer zones between railroad and receptors.</li> <li>▪ Use sound reduction barriers such as landscaped berms and dense plantings.</li> <li>▪ Install sound insulation treatments for impacted structures.</li> <li>▪ Implement FRA “quiet zone” requirements in cooperation with local jurisdictions (i.e., reducing or eliminating the requirement for train locomotives to blast their horns) for Plan improvements at new and existing at-grade rail crossings.</li> </ul>	<p><b>Mitigation Measure NOI-1b is Not Applicable to the proposed project.</b> Measure NOI-1b is specific to Transportation Network Improvements and railway projects. The proposed project is a mixed-use residential project; therefore, this measure is not applicable to the proposed project and not required to be incorporated.</p>

Mitigation Measures from SANDAG Final EIR for the 2021 Regional Plan	Applicability to Proposed Project
<ul style="list-style-type: none"> <li>▪ Conduct project-level noise analysis for new and expanded rail corridors and features such as new rail tracks and double-tracking to ensure that measures are implemented to substantially lessen noise levels that exceed applicable standards.</li> </ul>	
<p><b>NOI-1c Implement Operational Noise Reduction Measures for Development Projects.</b>                      During planning, design, and project-level CEQA review of development projects, the County of San Diego, cities, and other local jurisdictions can and should implement noise reduction measures to meet local noise standards, including but not limited to, the following.</p> <ul style="list-style-type: none"> <li>▪ Use land use measures such as zoning, site design, and buffers to ensure that future development is noise compatible with adjacent transportation facilities and land uses.</li> <li>▪ Site noise-sensitive land uses away from noise-generating facilities. Once sited, orient outdoor use areas of land uses (e.g., backyards) away from adjacent noise sources to shield area with buildings, or construct noise barriers to reduce exterior noise levels.</li> </ul>	<p><b>Mitigation Measures NOI-1c is Not Applicable to the proposed project.</b> A Noise Technical Report has been prepared which analyzed the potential operational noise impacts and determined that impacts would be below applicable thresholds. As analyzed in Section 6.13, Noise, the proposed project would meet local noise standards and have a less than significant effect on operational noise. Therefore, no mitigation is required for the proposed project and this measure is not required to be implemented.</p>
<p><b>NOI-2a Implement Construction Groundborne Vibration and Noise Reduction Measures.</b>                      SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, implement measures during design, project-level CEQA review, and construction of transportation network improvements or development projects, to reduce groundborne vibration and noise levels generated by onsite construction equipment, including, but not limited to, the following.</p> <ul style="list-style-type: none"> <li>▪ Predrill pile holes within 300 feet of any sensitive receptor.</li> <li>▪ Where feasible, use soil mix wall for excavation.</li> <li>▪ Incorporate a comprehensive construction vibration specification into all construction bid documents.</li> <li>▪ Require contractor to assess potential for damage to buildings within 100 feet of a tunnel boring.</li> <li>▪ Require contractor to perform a physical survey to document existing condition of a building that might incur damage.</li> <li>▪ If pile driving and/or other vibration-generating construction activities are to occur within 60 feet of a historic structure whose integrity would be impaired by exceeding the vibration threshold for historic structures, implement measures to reduce vibration impacts, including but not limited to, the following.                             <ul style="list-style-type: none"> <li>- Retain a structural engineer or other appropriate professional to determine threshold levels of vibration and cracking that would damage any historic structure, and design construction methods to not exceed the thresholds.</li> </ul> </li> </ul>	<p><b>Mitigation Measures NOI-1d is Not Applicable to the proposed project.</b> A Noise Technical Report has been prepared which analyzed the potential vibration impacts and determined that impacts would be below applicable thresholds. As analyzed in Section 6.13, Noise, the proposed project would have a less than significant effect on vibration. Therefore, no mitigation is required for the proposed project and this measure is not required to be incorporated.</p>

Mitigation Measures from SANDAG Final EIR for the 2021 Regional Plan	Applicability to Proposed Project
<ul style="list-style-type: none"> <li>- Require groundborne vibration monitoring of nearby historic structures. Implement a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of pile-driving activities and identify corrective measures to be taken should monitored vibration levels indicate the potential for vibration damage to historic structures.</li> <li>- Require contractor to assess potential damage to buildings within 200 feet of areas where excavation requires the use of driven piles either by impact or vibratory methods.</li> </ul>	
<p><b>NOI-2b Implement Groundborne Vibration and Noise-Reducing Measures for Rail Operations.</b>            SANDAG shall, and other transportation project sponsors can and should, implement vibration-reducing measures to meet FTA vibration guidelines (FTA 2018) during the planning, design, project-level CEQA review, construction, and operation of rail projects, including, but not limited to, providing special track support systems such as floating slabs, resiliently supported ties, high-resilience fasteners, and ballast mats. In addition, rail operators can and should implement groundborne vibration and noise-reducing measures to meet applicable FTA vibration guidelines (FTA 2018) during the planning, design, project-level CEQA review, construction, and operation of rail projects, including, but not limited to, the following.</p> <ul style="list-style-type: none"> <li>▪ Conduct rail grinding on a regular basis to keep tracks smooth.</li> <li>▪ Conduct wheel truing to re-contour wheels to provide a smooth running surface and removing wheel flats.</li> <li>▪ To reduce groundborne noise, achieve vibration isolation of the track from underlying surface using the following.               <ul style="list-style-type: none"> <li>- Highly resilient direct fixation fasteners</li> <li>- Rail suspended fastener system o Isolated slab track system</li> <li>- Floating slab track system.</li> </ul> </li> </ul>	<p><b>Mitigation Measure NOI-2b is Not Applicable to the proposed project.</b> Measure NOI-2b is specific to transportation network improvements (rail projects). The proposed project is a mixed-use residential project. Therefore, no mitigation is required for the proposed project and this measure is not required to be incorporated.</p>
<p><b>POP-2a Design Development Projects to Reduce Displacement.</b>            During planning, design, and project-level CEQA review of land development projects, the County of San Diego, cities, and other local jurisdictions can and should develop design strategies to avoid or reduce substantial displacement of people or housing units, including affordable housing units, where consistent with overall goals to promote housing growth, including the provision of affordable housing. For development projects that would displace people or housing units, alternative designs to retain existing housing on site, alternative project site locations, and provision of replacement housing as a mitigation measure can and should be evaluated. While displacement should be considered during project evaluations, avoidance or reduction of displacement should not be employed where it would undermine achievement of housing goals, including the development of transit-oriented development and the provision of affordable housing.</p>	<p><b>Mitigation Measure POP-2a is Not Applicable to the proposed project.</b> As analyzed in Section 6.14, Population and Housing, the proposed project would have a less than significant effect on displacement. The project would construct 295 new apartment units on a site which is currently vacant; therefore, it would not result in the displacement of people or housing units. This measure is not applicable to the proposed project and is not required to be incorporated.</p>
<p><b>POP-2b Design Transportation Network Improvement Projects to Reduce Displacement.</b></p>	<p><b>Mitigation Measure POP-2b is Not Applicable to the proposed project.</b> The proposed project is a</p>

Mitigation Measures from SANDAG Final EIR for the 2021 Regional Plan	Applicability to Proposed Project
<p>SANDAG shall, and other transportation project sponsors can and should, identify feasible project alignments during planning, design, and project-level CEQA review that avoid or reduce permanent property acquisitions that would result in the substantial displacement of people or housing units. Where avoidance is not feasible, measures to reduce substantial displacement should be considered including, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Selecting alignments within existing public ROWs.</li> <li>▪ Designing sections above- or below-grade to avoid property acquisition that would cause displacement of people or housing units, including affordable housing.</li> <li>▪ Selecting alignments within properties that result in the least amount of displacement. For example, acquiring vacant or undeveloped portions of property rather than portions occupied by housing units.</li> <li>▪ Work with local jurisdictions to identify opportunities to develop housing as part of transportation projects.</li> </ul>	<p>mixed-use residential development and is not a transportation network improvement project; therefore, this measure is not applicable to the proposed project and is not incorporated.</p>
<p><b>PS-1 Implement Mitigation Measures for New/Expanded Public Service Facilities.</b>                      During planning, design, and project-level CEQA review of development of public facilities projects, the County of San Diego, cities, and other public service providers can and should implement mitigation measures to avoid or reduce significant environmental impacts associated with the construction of new or expanded public facilities. Mitigation measures should be implemented by public service providers directly responsible for the construction or expansion activities. Significant environmental impacts requiring mitigation may include, but are not limited to, agricultural resources, air quality, biological resources, cultural resources, greenhouse gas emissions, hydrology and water quality, noise, paleontological resources, transportation, tribal cultural resources, and water supply. Mitigation measures may be similar to those described in this EIR for construction of development projects and transportation network improvements.</p>	<p><b>Mitigation Measure PS-1 is Not Applicable to the proposed project.</b> The proposed project is a mixed-use residential development. Measure PS-1 applies to public facilities projects; therefore, this measure is not applicable to the proposed project and is not incorporated.</p>
<p><b>REC-1 Implement Mitigation Measures for Parks and other Recreational Facilities.</b>                      During planning, design, and project-level CEQA review of development projects and transportation network improvements and programs, the County of San Diego, cities, and other public service providers can and should, SANDAG shall, and other transportation project sponsors can and should implement mitigation measures to avoid or reduce substantial physical deterioration of parks or other recreational facilities. Mitigation measures could include expanding or improving existing recreation facilities to accommodate additional use, or building new recreation facilities.</p>	<p><b>Mitigation Measure REC-1 is Not Applicable to the proposed project.</b> As analyzed in Section 6.16, Recreation, the proposed project would result in less than significant impacts to recreation facilities; therefore, there is no need to expand existing or build new facilities. No mitigation is required.</p>
<p><b>U-1a Implement Mitigation Measures for New/Expanded Wastewater, Stormwater, Electrical, Natural Gas, and Telecommunications Facilities</b>                      Associated with Development Projects. During planning, design, and project-level CEQA review of development projects, the County of San Diego, cities, and other wastewater, stormwater, and telecommunications management agencies can and should apply necessary mitigation measures to</p>	<p><b>Mitigation Measure U-1a is Not Applicable to the proposed project.</b> The proposed project is designed to accommodate project-related Wastewater, Stormwater, Electrical, Natural Gas, and Telecommunications Facilities, the</p>

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<p>avoid or reduce significant environmental impacts associated with the construction or expansion of new or expanded facilities. Mitigation measures should be implemented by utilities management agencies directly responsible for the approval and construction of new or expanded facilities. Significant environmental impacts requiring mitigation may include, but are not limited to, air quality, biological resources, cultural resources, energy, greenhouse gas emissions, hydrology and water quality, noise, paleontological resources, traffic, tribal cultural resources, and water supply. Mitigation measures may be similar to those described in this EIR for construction of development projects.</p>	<p>impacts of which have been analyzed throughout this SCEA. There are no additional or expanded facilities required for the proposed project beyond those analyzed herein.</p>
<p><b>U-1b Implement Mitigation Measures for New/Expanded Stormwater Facilities Associated with Transportation Network Improvements.</b>                      During planning, design, and project-level CEQA review of transportation network improvements, SANDAG shall, and other transportation project sponsors can and should, be required to implement stormwater BMPs during planning, design, project-level CEQA review, and project construction. Measures include, but are not limited to, implementation and construction of sand filters, bio strips, bioswales, detention basins, storage vaults, and infiltration basins, which would reduce pollutant runoff into the storm drain system.</p>	<p><b>Mitigation Measure U-ab is Not Applicable to the proposed project.</b> The proposed project is a mixed-use residential development. Measure U-1b applies to transportation network improvements; therefore, this measure is not applicable to the proposed project and not incorporated.</p>
<p><b>U-2a Implement Mitigation Measures for New/Expanded Solid Waste Facilities.</b>                      During planning, design, and project-level CEQA review of solid waste facility projects, the County of San Diego, cities, and other solid waste management agencies can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of new or expanded solid waste facilities. Significant environmental impacts requiring mitigation may include, but are not limited to, air quality, biological resources, cultural resources, energy, greenhouse gas emissions, hydrology and water quality, noise, paleontological resources, traffic, tribal cultural resources, and water supply. Mitigation measures may be similar to those described in this EIR for construction of development projects.</p>	<p><b>Mitigation Measure U-2a is Not Applicable to the proposed project.</b> The proposed project is a mixed-use residential development. Measure U-2a applies to solid waste facility projects; therefore, this measure is not applicable to the proposed project and not incorporated.</p>
<p><b>U-2b Reduce Construction Waste.</b>                      During planning, design, and project-level CEQA review, and prior to the construction or demolition of transportation network improvement projects and development projects, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should, implement measures to reduce construction waste to comply with waste reduction goals identified by the state and local agencies, including but not limited to the following:</p> <ul style="list-style-type: none"> <li>▪ Ensure that source reduction techniques and recycling measures are incorporated into project construction/demolition.</li> <li>▪ Reuse and/or recycle construction and demolition waste. This mitigation measure would extend the life of existing landfills and delay the need to construct new or expanded landfills.</li> </ul>	<p><b>Mitigation Measure U-2b is Not Applicable to the proposed project.</b> As analyzed in Section 6.19, the proposed project would have a less than significant impact on solid waste. Therefore, no mitigation is required to be incorporated, and impacts would be less than significant.</p>
<p><b>U-2c Reduce Operational Waste.</b></p>	<p><b>Mitigation Measure U-2c is Not Applicable to the proposed project.</b> As analyzed in Section</p>

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<p>During planning, design, project-level CEQA review, and construction of development projects, the County of San Diego, cities, and other local jurisdictions can and should integrate green building waste management measures such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED), Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. These measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Prepare and apply a waste management plan that promotes solid waste diversion.</li> <li>▪ Implement source reduction through (1) using materials that are more durable and easier to repair and maintain, (2) designing to generate less scrap material through dimensional planning, (3) increasing recycled content, (4) using reclaimed materials, and (5) using structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).</li> <li>▪ Reuse existing structures and shells in renovation projects.</li> <li>▪ Design for flexibility through the use of moveable walls, raised floors, modular furniture, moveable task lighting, and other reusable building components.</li> <li>▪ Develop an indoor recycling program and space. These mitigation measures would extend the life of existing landfills and delay the need to construct new or expanded landfills.</li> </ul>	<p>6.19, the proposed project would have a less than significant impact on solid waste. Therefore, no mitigation is required to be incorporated and impacts would be less than significant.</p>
<p><b>WS-1a Implement Water Conservation Measures for Transportation Network Improvements.</b> SANDAG shall, and other transportation project sponsors can and should, implement feasible water conservation measures during planning, design, project-level CEQA review, construction, operations, and maintenance of transportation network improvements, including, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Comply with all prevailing State, regional, and local government plans, laws, and policies regarding water conservation and efficiency.</li> <li>▪ Install drip or other water-conserving or weather-based irrigation systems for landscaping.</li> <li>▪ Install native plant species and noninvasive drought-tolerant/low-water-use plants in landscaping, consistent with the most recent State, regional, and local government plans, laws, and policies.</li> <li>▪ Incorporate the use of reclaimed water (also known as recycled water) during planning, design, project-level CEQA review, construction, operations, and maintenance of transportation network improvements to reduce the use of potable water.</li> </ul>	<p><b>Mitigation Measure WS-1a is Not Applicable to the proposed project.</b> The proposed project is a mixed-use residential development. Measure WS-1a applies to Transportation Network Improvements. Therefore, this mitigation measure is not required to be incorporated and impacts would be less than significant.</p>
<p><b>WS-1b Implement Water Conservation Measures for Development Projects.</b> The County of San Diego, cities, and other local jurisdictions can and should implement feasible water conservation measures during planning, design, and project-level CEQA review of development projects, including, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Install drip or other water-conserving or weather-based irrigation systems for landscaping.</li> </ul>	<p><b>Mitigation Measure Mitigation Measure WS-1b is Not Applicable to the proposed project.</b> The proposed project has been determined to be anticipated by the Oceanside 2020 Urban Water Management Plan, and sufficient water supplies are available to serve the proposed</p>

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<ul style="list-style-type: none"> <li>▪ Install native plant species and noninvasive drought-tolerant/low-water-use plants in landscaping, consistent with the most recent State, regional, and local government plans, laws, and policies.</li> <li>▪ Install low-flow plumbing fixtures.</li> <li>▪ Install water-efficient appliances.</li> <li>▪ Incorporate the use of reclaimed water. Measures to incorporate reclaimed water may include, but are not limited to, onsite water recycling; the use of recycled water to fill lakes, ponds, and ornamental fountains; the use of recycled water for irrigation, to mix concrete, and to control dust at construction sites; the use of recycled water for certain industrial processes and for flushing toilets and urinals in nonresidential buildings; and the use of recycled water for street sweeping purposes.</li> </ul>	<p>project. No mitigation measures are required to provide water supply for the proposed project. Therefore, this mitigation measure is not required to be incorporated and impacts would be less than significant.</p>
<p><b>WS-1c Ensure Adequate Water Supply for Development Projects.</b>                      During planning, design, and project-level CEQA review for development projects, the County of San Diego, cities, and other local jurisdictions can and should ensure that adequate water supply will be available to meet or satisfy projected water demands, consistent with applicable UWMPs, Master Plans, and General Plan projections of water supply and demand. This can and should be documented in the form of an SB 610 Water Supply Assessment, an SB 221 Water Supply Verification, or other water supply analysis.</p>	<p><b>Mitigation Measure Mitigation Measure WS-1c is Not Applicable to the proposed project.</b> The proposed project has been determined to be covered by the Oceanside 2020 Urban Water Management Plan, and sufficient water supplies are available to serve the proposed project. No mitigation measures are required to provide water supply for the proposed project. Therefore, this mitigation measure is not required to be incorporated and impacts would be less than significant.</p>
<p><b>WS-2 Implement Groundwater Measures to Ensure Sustainable Yield For Development Projects.</b>                      The County of San Diego, cities, and other local jurisdictions can and should ensure sustainable yield of groundwater basins during planning, design, and project-level CEQA review of development projects, by taking measures including, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Participate in a groundwater trading program to enable permanent transfer and potentially long-term and short-term lease of baseline pumping allocations to allow groundwater users or new development to purchase needed groundwater allocation from others.</li> <li>▪ Use drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.</li> </ul>	<p><b>Mitigation Measure WS-2 is Not Applicable to the proposed project.</b> The proposed project does not propose the use of groundwater, nor does the project propose to extract groundwater or require dewatering. The project would provide for treatment of runoff before discharging water in the same/similar location as under existing conditions. Impacts to groundwater were determined to be less than significant and no mitigation is required. Therefore, this mitigation measure is not required to be incorporated and impacts would be less than significant.</p>

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<ul style="list-style-type: none"> <li>▪ Ensure that projects requiring continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Comply with appropriate building codes and standard practices including the Uniform Building Code.</li> <li>▪ Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize new impervious surfaces to the greatest extent possible, including the use of in-lieu fees and offsite mitigation.</li> <li>▪ Avoid designs that require continual dewatering where feasible. Where feasible, do not site transportation facilities in groundwater recharge areas, to prevent conversion of those areas to impervious surface.</li> </ul>	
<p><b>WS-3 Implement Measures for New or Expanded Water Facilities.</b>                      During planning, design, and project-level CEQA review of development projects and water projects, MWD, SDCWA, the County of San Diego, cities, and other local jurisdictions can and should apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of new or expanded water facilities. Mitigation measures should be implemented by water management agencies directly responsible for the construction of new or expanded water facilities. Significant environmental impacts requiring mitigation may include but are not limited to air quality, noise, traffic, biological resources, cultural resources, paleontological resources, tribal cultural resources, energy, greenhouse gas emissions, hydrology and water quality, and water supply.</p>	<p><b>Mitigation Measure Mitigation Measure WS-3 is Not Applicable to the proposed project.</b> The proposed project has been determined to be covered by the Oceanside 2020 Urban Water Management Plan, and sufficient water supplies are available to serve the proposed project. No mitigation measures are required to provide water supply for the project, and no expanded water facilities would be constructed which may cause environmental impacts. Therefore, this mitigation measure is not required to be incorporated and impacts would be less than significant.</p>
<p><b>TRA-2 Achieve Further VMT Reductions for Transportation and Development Projects.</b>                      During the project design and project-level CEQA review phases of transportation network improvements or land use development projects, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should implement project-level VMT reduction measures in addition to those included in the Regional Plan. VMT reducing measures include, but are not limited to, the following:</p>	<p><b>Mitigation Measure TRA-2 is Not Applicable to the proposed project.</b> The proposed project is exempt from VMT analysis because under the City of Oceanside’s Transportation Guidelines, projects within ½ mile of a Major Transit Stop and consistent with the General Plan are exempt from further VMT analysis. Therefore, this mitigation measure is not required to be incorporated and impacts would be less than significant.</p>

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<ul style="list-style-type: none"> <li>▪ <b>Require TDM Strategies</b> – SANDAG shall and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should require all transportation network improvements or land use development projects, that are identified to have a significant VMT-related impact, to implement feasible TDM strategies to help offset their impacts. This mitigation measure will further reduce the proposed Plan’s VMT because the potential VMT reductions associated with four TDM programs, which include pooled rides (private), vanpool, carshare, and the implementation of a regional TDM ordinance, were not incorporated into ABM2+10. Strategies such as free shuttles, parking facilities for carshare, and site design features to facilitate walking, biking, and transit can and should be used by land development projects to reduce VMT-related impacts. Additional project-level TDM measures not included in the proposed Plan can and should also be used, include walking, school bus programs, school pool programs, subsidized transit passes, unbundled parking, preferential parking programs for carpools/vanpools, and bike sharing programs.</li> <li>▪ <b>Reduce Parking Minimums</b> – The County of San Diego, cities, and other local jurisdictions can and should evaluate the feasibility of reducing their currently required parking minimums. Reducing the parking minimums for different land use types, where appropriate, can decrease project-level VMT by up to 12.5 percent (CAPCOA 2010).</li> <li>▪ <b>Implement Additional Active Transportation Facilities Not Included in the Proposed Plan</b> – To further reduce local VMT-related impacts and take advantage of the regional bike network, SANDAG shall and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions can and should implement additional active transportation facilities that provide connections from the regional bicycle network to local neighborhoods. The proposed Plan includes funding for Complete Streets investments in Mobility Hub areas including implementation of bicycle and pedestrian facilities that provide local connections throughout Mobility Hub areas; however, the associated VMT reductions from this funding could not be modeled, so this mitigation measure would achieve further VMT reductions. Direct access to bicycle facilities can reduce project-related VMT by 0.65 percent, while incorporating new pedestrian facilities can reduce project VMT by up to 2 percent (CAPCOA 2010).</li> <li>▪ <b>Road Diet and Traffic Calming</b> – The County of San Diego, cities, and other local jurisdictions can and should implement road diets or other traffic calming measures within their local roadway network, where feasible, to further reduce VMT-related impacts that may be associated with land development projects or local transportation projects. Road diet and traffic calming measures would also be eligible for Complete Streets funding in Mobility Hub areas. The reduction of existing travel lanes in favor of multi-modal facilities or additional public space can help to calm and deter vehicular trips within an area or along a roadway segment. Traffic calming measures can reduce VMT by 0.5 percent (CAPCOA 2010). It should be noted that the proposed Plan includes funding, through grants, for local jurisdictions to implement road diets.</li> </ul>	

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<p><b>TCR-1a Implement Tribal Cultural Resources Mitigation Measures for Development Projects and Transportation Network Improvements.</b></p> <p>During project-level CEQA review of development projects or transportation network improvements that would cause a substantial adverse change in the significance of a TCR, the County of San Diego, cities, and other local jurisdictions can and should, SANDAG shall, and other transportation project sponsors, can and should develop project-level protocols and mitigation measures with consulting tribes, consistent with PRC Section 21080.3.2(a) to avoid or reduce impacts on TCRs during construction and operation of development projects and transportation network improvements. The County of San Diego, cities, and other local jurisdictions can and should, SANDAG shall, and other transportation projects sponsors can and should identify these resources through records searches, survey, consultation, or other means, in order to develop minimization and avoidance methods where possible, and consult with Native American tribes participating in AB 52 consultation to develop mitigation measures for TCRs that may experience substantial adverse changes.</p> <p>To assist AB 52 consultation, the County of San Diego, cities, and other local jurisdictions can and should, SANDAG shall, and other transportation project sponsors can and should comply with the following best practices for complying with AB 52:</p> <ul style="list-style-type: none"> <li>▪ Get needed information in order to preserve the options of avoidance of cultural resources or preservation in place early in the planning process.</li> <li>▪ Build working relationships with tribes that are traditionally and culturally affiliated to the project area or to the agency’s geographic area of jurisdiction. In consultation, agencies should deal with officially designated representatives of the tribe who have written designation to speak on behalf of the tribe.</li> <li>▪ Avoid inadvertent discoveries of Native American burials and work with tribes in advance to determine treatment and disposition if burials are inadvertently discovered.</li> <li>▪ Unless the tribe agrees in writing, the project applicant or the project applicant’s legal advisors, using a reasonable degree of care, should maintain the confidentiality of the information exchanged for the purposes of preventing looting, vandalism or damage to a tribal cultural resource and should not disclose the information to a third party.</li> </ul> <p>In the absence of any specific mitigation measures developed during AB 52 consultation, the County of San Diego, cities, and other local jurisdictions can and should, SANDAG shall, and other transportation project sponsors can and should develop standard mitigation measures as set forth in PRC Section 21084.3 (b).</p> <p>The following are standard mitigation measures for TCRs.</p> <ol style="list-style-type: none"> <li>1. Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning</li> </ol>	<p><b>Mitigation Measure TCR-1a is Applicable to the proposed project and has been implemented with Project-Specific Mitigation Measures.</b> Specifically, MM-TCR-1 is recommended as follows:</p> <p><b>MM-TCR-1</b> While no tribal cultural resources (TCRs) that meet the CEQA criteria have been identified that may be affected by the project, the following approach for the inadvertent discovery of TCRs is imposed to reduce potential impacts to unanticipated TCRs to less than significant.</p> <p>The City shall require that, pursuant to MM-CUL-1a through MM-CUL-1h, a Traditionally and Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe and archaeological monitor are present during ground-disturbing activities with the greatest potential to encounter Native American cultural resources, consistent with, and as required by MM-CUL-1.</p> <p>The archaeological and Luiseño Native American monitors shall have the authority to temporarily halt work to inspect areas as needed for potential cultural material or deposits. Should a potential TCR be inadvertently encountered, all construction work involving ground-disturbance occurring within 50 feet of the find shall immediately stop and the City notified. If the unanticipated resource is archaeological in nature, appropriate management requirements shall be implemented as outlined in MM-CUL-1. Ground disturbance in this area shall not commence until the qualified archaeological principal investigator, meeting the Secretary of</p>

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<p>greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.</p> <ol style="list-style-type: none"> <li>2. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:               <ol style="list-style-type: none"> <li>a. Protecting the cultural character and integrity of the resource</li> <li>b. Protecting the traditional use of the resource</li> <li>c. Protecting the confidentiality of the resource</li> </ol> </li> <li>3. Record permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.</li> <li>4. Protecting the resource as agreed upon during the tribal consultation process.</li> </ol>	<p>the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether or not additional study is warranted. The 50 foot buffer may be adjusted based on the recommendation of the qualified archaeological principal investigator. Should it be required, temporary flagging may be installed around this resource in order to avoid any disturbances from construction equipment. Depending upon the significance of the find under CEQA (14 CCR 15064.5[f]; PRC Section 21082), the archaeological monitor in correspondence with the qualified archaeological principal investigator may simply be required to record the find to appropriate standards (thereby addressing any data potential).</p> <p>If the qualified archaeological principal investigator observes the discovery to be potentially significant under City, CEQA or Section 106 of the NHPA, additional efforts such as preparation of an archaeological treatment plan, testing, and/or data recovery may be warranted prior to allowing construction to proceed in this area. The feasibility for avoidance of any identified resource will also be discussed with the City. The City shall be notified of any identified Native American cultural resource, regardless of significance, and provided the opportunity to provide management recommendations prior to moving forward in construction in areas that might disturb the identified resource. If the City determines through consultation with NAHC-listed representatives that the potential resource appears to be a TCR (as defined by PRC Section 21074), any affected tribe shall be</p>

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	<p>provided a reasonable period of time to conduct a site visit and make recommendations regarding future ground disturbance activities as well as the treatment and disposition of any discovered TCRs. Depending on the nature of the potential resource and Tribal recommendations, review by a qualified archaeologist may be required. Implementation of proposed recommendations will be made based on the determination of the City that the approach is reasonable and feasible. All activities shall be conducted in accordance with regulatory requirements.</p> <p>This measure will be implemented by the SCEA to reduce impacts to Tribal Cultural Resources. With implementation of this measures, impacts to Tribal Cultural Resources would be reduced to Less Than Significant.</p>
<p><b>TCR-1b Implement Monitoring and Mitigation Programs for Development Projects and Transportation Network Improvements.</b></p> <p>During project-level CEQA review and during construction of development projects and transportation network improvements, the County of San Diego, cities, and other local jurisdictions can and should, SANDAG shall, and other transportation project sponsors can and should implement monitoring and mitigation measures to reduce impacts on both known and undiscovered TCRs, during construction and operation activities, as applicable, including but not limited to the following:</p> <ul style="list-style-type: none"> <li>▪ Require TCR areas identified in any required monitoring and mitigation plan to be monitored during the grading phase of individual projects by a qualified archaeologist and tribal monitor.</li> <li>▪ Should a previously undiscovered cultural resource be encountered during construction activities that is determined to be a TCR by the CEQA lead agency in consultation with Native American tribes, the qualified archaeologist, or tribal monitor if an archaeologist is not present, shall direct the contractor to temporarily divert all ground-disturbing activities in the area of the discovery and prepare and implement a mitigation plan consistent with standard mitigation measures set forth in PRC Section 21084.3(b), in consultation with Native American tribes.</li> </ul>	<p><b>Mitigation Measure TCR-1b is Applicable to the proposed project.</b> This measure will be implemented by the SCEA to reduce impacts to Tribal Cultural Resources. With implementation of this measures, impacts to Tribal Cultural Resources would be reduced to less than significant.</p>

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<ul style="list-style-type: none"> <li>▪ The qualified archaeologist shall be responsible for ensuring that all artifacts and records associated with the survey, testing, data recovery, and/or monitoring of future projects are permanently curated with an appropriate regional center focused on the care, management, and use of archaeological collections. This shall be completed in consultation with the Native American representative and does not include Native American human remains and associated burial items, the disposition of which should be determined in consultation with the designated Most Likely Descendants (MLDs).</li> <li>▪ Upon completion of all ground-disturbing activity, the qualified archaeologist shall prepare and submit a draft and final monitoring report to the CEQA lead agency that describes the results, analysis, and conclusions of all phases of the monitoring program, including the provisions for curation and/or repatriation, if applicable, and copies of any signed curation agreements to verify completion of the required monitoring program.</li> </ul>	
<p><b>WF-1 Reduce Wildfire Risk for Development and Transportation Projects.</b>                      During planning, design, and project-level CEQA review of transportation network improvements or development projects located in SRAs or in LRAs classified as VHFHSZs, SANDAG shall, and other transportation project sponsors, the County of San Diego, cities, and other local jurisdictions such as fire protection agencies can and should, ensure that project sponsors implement measures to reduce impacts from wildfires. Such measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Establishing site-specific safety measures, such as fire protection plans, to protect local resources from wildfire. Fire protection plans should be based on appropriate wildfire modeling, and include information related to reducing ignition risks during construction and operation of facilities.</li> <li>▪ Adhering to the most updated building code requirements (usually updated every 3 years), including ignition-resistant construction and inclusion of design features that prevent the intrusion of flames and embers.</li> <li>▪ Improving access by designing and improving roads, transit facilities, gates, and access plans to accommodate emergency response and evacuation if necessary.</li> <li>▪ Ensuring sufficient emergency water supply for existing and new projects by working with water management agencies and plans.</li> <li>▪ Enforcing defensible space regulations to keep overgrown and unmanaged vegetation and other flammable material away from structures.</li> </ul>	<p><b>Mitigation Measure WF-1 is Not Applicable to the proposed project.</b> The project site is not located in SRAs or in LRAs classified as VHFHSZs. Therefore, because the project is not located in SRAs or in LRAs classified as VHFHSZs, no mitigation is required, and this measure is not required to be incorporated.</p>
<p><b>WF-2 Reduce Wildfire Risk Related to Wildfire-Associated Infrastructure Required to Support Development or Transportation Projects.</b>                      During planning, design, and project-level CEQA review of transportation network improvements or development projects located in SRAs or in LRAs classified as VHFHSZs, the County of San Diego, cities, other local jurisdictions, and public service and utility providers can and should ensure that</p>	<p><b>Mitigation Measure WF-2 is Not Applicable to the proposed project.</b> The project site is not located in SRAs or in LRAs classified as VHFHSZs. Therefore, because the project is not located in SRAs or in LRAs classified as</p>

Mitigation Measures from SANDAG Final EIR for the 2021 Regional Plan	Applicability to Proposed Project
<p>project sponsors implement measures to reduce impacts from wildfire-associated infrastructure. Such measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Establishing site-specific safety measures, such as fire protection plans, for new infrastructure and facilities required to provide public services and utilities for new development in order to protect local resources from wildfire.</li> <li>▪ Adhering to wildfire safety and mitigation plans established by local utilities companies, including design and construction standards, inspection schedules, and emergency preparedness.</li> <li>▪ Adhering to the most updated building code requirements (usually updated every 3 years) for structures related to public services and infrastructure, including ignition-resistant construction and inclusion of design features that prevent the intrusion of flames and embers.</li> <li>▪ Ensuring sufficient emergency water supply (local water providers) for existing and new projects.</li> </ul>	<p>VHFHSZs, no mitigation is required, and this measure is not required to be incorporated.</p>
<p><b>WF-3 Reduce Post-Fire Risks Related to Flooding, Landslides, Slope Instability, or Drainage Changes for Development and Transportation Projects.</b></p> <p>During planning, design, and project-level CEQA review of development projects or transportation network improvement projects in SRAs or in LRAs classified as VHFHSZs, SANDAG shall, and the County of San Diego, cities, and other local jurisdictions can and should, ensure that project applicants work with local communities to implement measures to reduce post-fire impacts. Such measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Treating wildfire burned areas to control stormwater runoff prior to winter rains.</li> <li>▪ Restoring wildfire areas by planting native vegetation cover or encouraging the regrowth of native species using best practices as soon as possible to aid in control of stormwater runoff.</li> <li>▪ Reducing potential for future flood hazard by sufficient removal of dead, woody vegetation along watercourses following a catastrophic fire to reduce the risk of future catastrophic fires.</li> <li>▪ Including fire hazard reduction measures that balance forest health with fuel-reducing activities while considering the potential effect on flood management.</li> </ul>	<p><b>Mitigation Measure WF-3 is Not Applicable to the proposed project.</b> The project site is not located in SRAs or in LRAs classified as VHFHSZs. Therefore, because the project is not located in SRAs or in LRAs classified as VHFHSZs, no mitigation is required, and this measure is not required to be incorporated.</p>

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**SECTION**

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4 SANDAG's 2050 RTP/SCS Program EIR Mitigation Measures.....1  
4.1 Incorporation of Applicable Mitigation Measures from Prior EIRS.....1

**FIGURES**

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# 5 SCEA Environmental Checklist

**1. Project Title:** Ocean Creek Mixed Use Project

**2. Lead Agency Name and Address:**

City Planning Division  
300 N. Coast Highway  
Oceanside, California 92054

**3. Contact Person and Phone Number:**

Stefanie Cervantes  
760.435.3561

**4. Project Location:**

The proposed Ocean Creek Mixed Use Project (project) is located on an approximately 18.9-acre site (project site) located south of the North County Transit District (NCTD) Crouch Street Sprinter Station in the City of Oceanside (City). The site is comprised of Assessor's Parcel Numbers 151-270-50-00 and 151-270-56-00. The project site is bounded by Loma Alta Creek and the Crouch Street Sprinter Station to the north, Crouch Street and undeveloped previously disturbed land to the east, Grandview Street and private Crouch Street and residences off Rue de la Montagne to the south, and commercial properties off Union Plaza Court to the west.

The project site is located approximately 0.4 miles east of Interstate 5, 1 mile north of Highway 78, and 1.5 miles south of Highway 76 (Figure 2-1, Project Location). The site is located on the U.S. Geological Survey 7.5-minute San Luis Rey quadrangle map on Section 25, in Township 11 South, Range 5 West of the San Bernardino Base and Meridian. The approximate center of the project site is at 33.193545, -117.353033 (decimal degrees).

**5. Project Proponent's Name and Address:**

JPI  
12250 El Camino Real, Suite #380  
San Diego, CA 92130  
Contact: Mr. William Morrison

**6. General Plan/Zoning Designation:**

The site is designated in the City's General Plan as Community Commercial and Open Space. The project site is zoned Community Commercial (CC) and Open Space (OS) (Figure 2-3, Existing Zoning). The project proposes no change to the existing land use or zoning. The proposed development would be located within the CC zone and the OS area would be preserved. Within the CC zone, residential uses are permitted subject to approval of a Mixed-Use Development Plan and the appropriate findings.

**7. Description of Project:**

Refer to Chapter 2, Project Description. In summary, the project consists of a mixed-use residential and commercial development with supporting recreational amenities and infrastructure improvements. The project involves the development of a four-story, 50-foot-high mixed-use building consisting of 295 residential units and 3,000 square feet of ground floor commercial space.

## 8. Surrounding Land Uses and Setting:

The project site is surrounded by Loma Alta Creek and the Crouch Street Sprinter Station to the north, vacant land designated for commercial use across Crouch Street to the east, vacant land designated as residential and single-family residences to the south, and commercial uses to the east. The area to the north along Oceanside Boulevard consists of a commercial corridor. Lincoln Middle School and Palmquist Elementary School are located to the south.

## 9. Required Agency Approvals:

To allow for the proposed development, the Project Applicant is requesting the following discretionary approvals:

- a. **Mixed-Use Development Plan.** The portion of the project site designated to be developed for apartments and commercial retail uses is zoned for Community Commercial and designated by the City's General Plan for the same use. As permitted under Section 1120 of the City's Zoning Ordinance, Mixed Uses are permitted within the Community Commercial zone subject to a Mixed-Use Development Plan. Therefore, the project proposes a Mixed-Use Development Plan, which would establish the design standards, density, setbacks, and other development regulations. Mixed-Use Development Plans are subject to conformance with Section 4300 et. seq. of the City's Zoning Ordinance.
- b. **Density Bonus.** The project is a Density Bonus project that proposes to reserve 10% of the total units as affordable to households who qualify as "low income."
- c. **Easement Vacations.** There are various existing easements across the project site that require vacations and replacements to reflect proposed utilities after construction. This includes, but is not limited to, sewer, water, storm drain, electrical, gas, communications (phone, internet, cable), and roadways.
- d. **Conditional Letter of Map Revision/Letter of Map Revision.** A portion of the project site is located within the 100-year floodplain. To develop habitable structures on those portions of the project site, the floodplain must be revised through the Federal Emergency Management Agency process of filing a Conditional Letter of Map Revision, followed by a Letter of Map Revision, which shall officially re-map the floodplain in accordance with the Hydrology Report and Grading Plan for the project.
- e. **California Department of Fish and Wildlife Review and/or Approval.** Due to the proposal to restore and enhance vegetation within Loma Alta Creek and to remove invasive species therein, the project would be required, at a minimum, to notify the California Department of Fish and Wildlife of these activities. While the project would not propose any grading or other improvements within the "bed and bank" of Loma Alta Creek, a Streambed Alteration Agreement may be required to perform such restoration and enhancement activities within the Loma Alta Creek drainage.
- f. **Adoption of the Sustainable Communities Environmental Assessment (SCEA).**
- g. **Approval of other permits, ministerial or discretionary, as necessary.** Other permits, ministerial or discretionary, may be necessary pursuant to various sections of the Oceanside Municipal Code to execute and implement the project. Such approvals may include, but are not limited to, landscaping plan approvals, stormwater discharge permits, public improvement approvals, installation and hookup approvals for public utilities, haul route approvals, and related permits.

## 10. Native American Tribes:

The City initiated consultation with the tribes who have expressed interest in the project area. The Cheryl Madrigal from Rincon Band of Luiseño Indians requested additional information on April 29, 2021, and Cami Mojado from

San Luis Rey Band of Mission Indians provided a request for consultation and information on May 13, 2021. Information regarding the project was provided to both tribes. Consultation was concluded.

## 5.1 Environmental Factors Potentially Affected

As indicated by the checklist in Sections 6.1 to 6.21, and summarized in the checklist below, none of the environmental factors considered in this analysis would be subject to an impact that would be “potentially significant.” Potential impacts identified in this SCEA would be avoided (i.e., no impact) or reduced to less than significant with mitigation measures identified to avoid or substantially lessen potentially significant effects. The environmental factors checked below would be less than significant with mitigation incorporated.

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

## 5.2 Evaluation of Environmental Impacts

This section analyzes the potential environmental impacts that could result from the project. Impacts are evaluated by statement of the questions relevant to each section from the SCEA Checklist, followed by answers determined through the analysis undertaken as part of the SCEA. Impacts considered in the analysis include potential short-term (construction-related) impacts as well as long-term, operational or day-to-day impacts. For each question, there are four possible conclusions as described below.

1. **No Impact.** Future development arising from the project’s implementation will not have any measurable impact on the environment and no additional analysis is required.
2. **Less-than-Significant Impact.** The development associated with project implementation will have the potential to impact the environment; these impacts, however, will be less than the levels or thresholds that are considered significant, and no additional analysis is required.
3. **Potentially Significant Unless Mitigated.** The development will have the potential to generate impacts that may be considered as a significant effect on the environment, although mitigation measures or changes to the project’s physical or operational characteristics can reduce these impacts to levels that are less than significant.

- 4. **Potentially Significant Impact.** Future implementation will have impacts that are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less-than-significant levels.

### 5.3 Environmental Determination

On the basis of this initial evaluation:

- I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the Project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.
- I find that the Project is a qualified “transit priority project” that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and a qualified “residential or mixed use residential project” that satisfies the requirements of Section 21159.28(d) of the PRC, and although the Project could have a potentially significant effect on the environment as identified in the SCEA contained herein, there will not be a significant effect in this case, because this Sustainable Communities Environmental Assessment (SCEA) contains measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.

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Signature  
Stefanie Cervantes  
Planner  
City of Oceanside

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Date