

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<b>CITY OF OCEANSIDE GENERAL PLAN</b>		
<b>LAND USE ELEMENT, CHAPTER ONE: COMMUNITY ENHANCEMENT</b>		
Land Use Compatibility Policy 1.12B: The use of land shall not create negative visual impacts to surrounding land uses.	A prime arterial could have a negative visual impact on Guajome County Park <sup>1</sup> ; however, the siting of the road through corridors cut into the existing terrain would result in visually diffused, segmented views from the park and not of a continuous roadway. The Project would also include the recontouring of an existing manufactured slope and the landscaping of all graded surfaces with native planting palette to blend into the surrounding areas. The Project would also require noise attenuation barriers along Melrose Drive, from Spur Avenue north to SR-76. These would constitute a significant visual impact to the adjacent residences.	NO
Land Use Compatibility Policy 1.12C. The use of land shall not subject people to potential sources of objectionable noise, light, odors, and other emissions nor to exposure of toxic, radioactive, or other dangerous materials.	Potentially objectionable noise and light emissions would be minimized by design and mitigation measures including noise walls ranging from six to twelve feet and shielded street lighting placed at 400-foot intervals for safety.	YES
Land Use Compatibility with Adjacent Jurisdictions or Responsible Agencies Policy 1.121A: Oceanside shall formally notice adjacent jurisdictions of proposed land uses or developments that may affect an adjacent jurisdiction.	The City is coordinating with the City of Vista and the County regarding the Project. Applicable policies of both jurisdictions are included for consideration in this table.	YES
Land Use Compatibility with Adjacent Jurisdictions or Responsible Agencies Policy 1.121B: Oceanside shall formally notice responsible agencies of proposed land uses or developments that may affect an agency's program or responsibilities.	See response to Land Use Compatibility with Adjacent Jurisdictions or Responsible Agencies Policy 1.121A. The City has begun coordinating with Resource Agencies including the Corps, USFWS and CDFG.	YES

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Land Use Compatibility with Adjacent Jurisdictions or Responsible Agencies Policy 1.121C: To provide for proper land development or land use compatibility the City shall, wherever possible, take appropriate action on proposed land uses or development to address the concerns of adjacent jurisdictions or responsible agencies.	See response to Land Use Compatibility with Adjacent Jurisdictions or Responsible Agencies Policies 1.121A and 1.121B.	YES
Noise Policy 1.14A: Noise emissions shall not reach levels that pose a danger to the public health.	Noise levels from project construction and operation would be attenuated by noise walls ranging from 6 to 12 feet in height and would therefore not be so loud as to cause danger to public health.	YES
Noise Policy 1.14B. Noise emissions shall be controlled at the source where possible.	Where operational noise levels would exceed the 65 dB(A) and 60 dB(A) criteria set by the City and the County, respectively, noise walls would be placed along the roadway to control noise emission at its source. Construction noise levels likewise would be controlled at the source with such measures as time limits and strategic placement of work and staging areas.	YES
Noise Policy 1.14C. Noise emissions shall be intercepted by barriers or dissipated by space where the source cannot be controlled.	Each of the three alternatives would require potential noise impacts be mitigated by permanent noise walls ranging from 6 to 12 feet in height along proposed roadway segments.	YES
Noise Policy 1.14E: Acceptable noise levels shall be demonstrated by the applicant in the review and approval of any projects or public or private activities which require a permit or other approval from the City.	Through analysis presented in this EIR and noise walls proposed and as shown on the construction documents, the City would demonstrate that acceptable noise levels would be met.	YES
Noise Policy 1.14 F Greater than normal open space separation may be required between residential developments and secondary arterials or higher-rated roadways, railroad right-of-way, and other noise or nuisance-producing land uses. This may be accomplished by either vertical and/or horizontal open space separation. The separation should be enhanced by decorative walling and extensive landscaping.	As discussed in Section 4.7 Noise, any potential noise impacts to residences and recreational areas that would not be mitigated by spatial separation would be mitigated with the use of noise walls ranging from 6 to 12 feet in height along roadway segments.	YES
Site Design Policy 1.2A: The placement of all proposed structural components, landscaping, accessways, etc. shall be oriented in such a manner to maximize the quality of views of vistas from the surrounding environment and land uses.	While the Project components would introduce new visible elements into the landscape, the siting of the road through corridors raised from and cut into the existing terrain would be designed to visually soften and segment the views from the park. The Project would also include the recontouring of an existing	NO

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	manufactured slope and the landscaping of all graded surfaces adjacent to and visible from parkland with native planting palette to blend into the surrounding areas. A number of 6- to 12-foot high noise walls would also be required to address potential Project-related noise impacts to local receptors. These structures would be designed and landscaped to reduce associated visual effects to the maximum extent practicable, although these impacts would remain significant.	
Common Open Space Policy 1.21 A. Common open space must be accessible and usable by potential users of the common open space.	Guajome County Park is currently accessible and usable by the regional population. Proposed improvements including equestrian, pedestrian and bicycle facilities could enhance accessibility by linking connections between trails and access points and allowing easier access with entrances between Guajome Lake Road and North Santa Fe Avenue.	YES
Common Open Space Policy 1.21 C. Where feasible, common open space shall be integrated with adjacent common or public open spaces, trails, or bicycle transit systems to promote an open space or trails network throughout the City.	The Project would not reduce existing accessibility to Guajome Regional Park and proposes improvements to enhance accessibility to open space including equestrian, pedestrian and bicycle facilities along Melrose Drive and connections to Rancho Guajome Adobe which do not currently exist.	YES
Landscape Policy 1.22A: Existing mature trees shall be retained wherever possible.	Existing trees in the Project area are ornamental trees associated with the residences that would be removed. The Project would remove only those ornamental trees that occupy soils that would be graded.	YES
Landscape Policy 1.22B: Mature trees removed for development shall be mitigated by replacement with an appropriate type, size, and number of trees.	See Landscape Policy 1.22A, above. Landscaping (including ornamental trees) that would be removed would be replaced by a native hydro-seed mix and container stock to create native upland habitat on manufactured slopes and disturbed areas located adjacent to and/or visible from Guajome County Park and Rancho Guajome Adobe. The raised median and street edge along all roadway segments would be permanently irrigated and landscaped with non-native plants (including trees) matching the existing thematic landscaping.	YES

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Landscape Policy 1.22C: Drought-tolerant materials, including native California plant species, shall be encouraged as a landscape type.	Manufactured slopes and disturbed areas located adjacent to and/or visible from Guajome County Park and Rancho Guajome Adobe would be revegetated with temporarily irrigated native plant species.	YES
Topographic Resources Policy 1.24A: Lands considered to possess significant natural topographical features shall be preserved and integrated into project designs. Such lands include natural slopes of twenty percent (20%) or more with a minimum elevation differential of fifty (50) feet; major canyons and/or watercourses; significant rock outcroppings, trees, and native vegetation.	The natural slopes visible from Guajome County Park and surrounding roadways would be maintained wherever feasible.	YES
Topographic Resources Policy 1.24G: Where grading is required, flat planes and sharp angles of intersection with the natural terrain shall be avoided.	Flat planes and sharp angles of intersection with the natural terrain would be avoided to the extent feasible. For Alternatives A, B, and C, elevation differentials between the corridor and existing termini of Melrose Drive require cut and fill slopes with benching on the taller cut slopes. Due to the existing topography, the height and form of the cut and fill slopes would be varied along the length of the proposed extension. An existing manufactured slope that would be added to Guajome County Park would be recontoured to blend with the natural terrain.	YES
Topographic Resources Policy 1.24H: Slopes shall be rounded and contoured to blend with the existing topography, unless on an individual site this practice would diminish open space or significant natural features of the site.	See Topographic Resources Policy 1.24G, above.	YES
Topographic Resources Policy 1.24I: The structural quality of the soil and geologic conditions shall be incorporated into the site design and determine the method and type of construction. Slope stability shall be ensured during and after construction.	A Geologic Reconnaissance Report and two subsequent letter reports providing site-specific updates (Appendix E) were completed for the Project. These analyses found that “No soil or geologic conditions...exist at the site that would preclude construction of the proposed roadway.” Prior to final design and construction, a detailed geotechnical investigation would be conducted for the proposed Project to assess site-specific geologic conditions and associated design elements, as well as to identify construction and design requirements for related geologic hazards. All recommendations and related regulatory/industry standards would be followed to ensure	YES

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	slope stability.	
Topographic Resources Policy 1.24J: Potential hazards of flooding, erosion and sedimentation shall be reduced by designing the site drainage system to accommodate the existing upstream storm runoff and to coordinate with existing downstream conditions.	Existing flood hazards due to under-functioning culverts under the intersection of North Santa Fe Avenue and Melrose Drive would be improved with the addition of five box culverts to manage flood conditions of Guajome Creek. All other Project drainage features would be designed to adequately accommodate associated flows and preserve existing drainage patterns and directions. Site design and operation would include low impact development and source control measures to avoid/reduce erosion hazards, as well as mechanical BMPs to manage runoff from paved surfaces and natural BMPs to receive and filter waters before allowing them to enter the natural drainage channels of Spring Creek, Guajome Creek and the unnamed drainage along Guajome Lake Road.	YES
Topographic Resources Policy 1.24L: Setbacks from stream banks shall be established in the project design to maintain the health and usefulness of the watercourse for the benefit of the public.	Except where necessary to cross streams, the proposed roadway would not encroach into watercourses or drainages. Where necessary, the use of culverts and bridges would maintain flow and drainage.	YES
Topographic Resources Policy 1.24M: The amount of impervious surfacing shall be limited and shall be designed to support the natural drainage system.	While the pavement for the road cannot be made more permeable, landscaping in the median and along both sides of the road would facilitate absorption and utilize natural drainage systems.	YES
Topographic Resources Policy 1.24N: Roadways shall be designed and located to avoid excessive cut and fill, surface disturbance and to respect the existing topography.	To the extent feasible given the fixed locations of the existing Melrose Drive termini to be connected and the elevation differential between the existing termini and the Project corridor, the site design would avoid excessive cut and fill. Alignments A, B, and C would require varying degrees of fill at both ends of the roadway extension to meet the higher grade in the central portion of the alignment, and all three would require the corridor be cut through the central portion of the Project area to reduce the necessary incline.	YES
Topographic Resources Policy 1.24P: Site disturbance shall be limited to the minimum area necessary as construction proceeds.	Site disturbance for construction, demolition and staging would be kept to the minimum area necessary.	YES

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Topographic Resources Policy 1.24Q: Groundcover shall be re-established as early as possible as construction proceeds.	Soil disturbance would be minimized by spraying hydroseed and planting container stock immediately after grading.	YES
Guajome County Park Sphere of Influence Policy 1.37B: The City shall solicit the Guajome County Park Area Planning and Coordinating Committee for comments and recommendations on proposed projects within the Guajome County Park Sphere of Influence during the development review process.	The City held public scoping meetings for the EIR on January 7, 2008 and February 21, 2008. Another public meeting will be held during the public review period for the Draft EIR. In addition, the Guajome County Park Area Planning and Coordination Committee is being consulted throughout the planning process of the Project.	YES
Guajome County Park Sphere of Influence Policy 1.37F: Structures shall not be permitted on slopes abutting Guajome County Park.	The Project would maintain existing slopes within Guajome County Park wherever feasible. While it would cross portions of the eastern slopes, Project design would situate cut and fill slopes such that the roadway would not be visible along its entire length (see Figures 4.10-11, 4.10-14 and 4.10-17 of Section 4.10, Visual Quality and Aesthetics, for visual simulations). Fill slopes adjacent to Guajome County Park would be contour graded to create an undulating 3:1 slope, which would be revegetated with native habitat. The currently-developed areas identified for parkland conversion would also be recontoured and revegetated to create an undulating, 3:1 slope, which would blend into the existing slopes. Finally, cut slopes visible from the park would be revegetated with native plants to approximate natural slope conditions. In this way, encroachment into slopes abutting Guajome County Park would be reduced to below a level of significance for Alternatives A, B and C. While Alternative C would entail more encroachment into the eastern slopes, this would also be offset by Project design features similar to those of Alternatives A and B, as well as by the inclusion of additional parkland adjacent to the park to ensure visual and ecologically functional contiguity.	YES
Guajome County Park Sphere of Influence Policy 1.37H: Structures shall be oriented to preserve views from Guajome County Park, the development, and surrounding properties.	A prime arterial could have a negative visual impact on Guajome County Park; however, the siting of the road through corridors cut into the existing terrain would result in visually softened, segmented views from the park and not of a	NO

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	continuous roadway. The Project would also include the recontouring of an existing manufactured slope and the landscaping of all graded surfaces with native planting palette to blend into the surrounding areas. However, the Project would also require noise attenuation barriers along Melrose Drive, from Spur Avenue north to SR-76. These would constitute a significant visual impact to the adjacent residences.	
Guajome County Park Sphere of Influence Policy 1.37I: Cut slopes visible from Guajome County Park shall be revegetated with a mixture of drought-tolerant and native plant species.	The Project would include landscaping of all graded surfaces adjacent to and visible from parkland with a native planting palette to blend into the surrounding areas.	YES
Guajome County Park Sphere of Influence Policy 1.37K: Vegetation clearance shall only be conducted immediately prior to grading and replanting shall commence immediately afterward.	Vegetation clearance would occur only as necessary immediately before grading activities begin. Disturbed areas would be revegetated as soon as possible after completion of grading.	YES
<b>LAND USE ELEMENT, CHAPTER TWO: COMMUNITY DEVELOPMENT</b>		
Open Space Policy 2.6D: The City shall encourage the preservation of contiguous natural open space that provides wildlife habitat.	Of the five proposed box culverts under the intersection of North Santa Fe Avenue and Melrose Drive, two would be soft-bottom, 10-foot by 4-foot corridors, adding a safe linkage between Guajome County Park and Rancho Guajome Adobe.	YES
Community Facilities Management Policy 2.7121D: The use of land shall integrate the Bicycle Circulation System with auto, pedestrian, and transit systems.	The Project would provide for motorized vehicles, connect bike routes at the existing termini of Melrose Drive, and provide additional pedestrian /equestrian trails/linkages. Accordingly, new links would be provided in the multimodal transportation system.	YES
Community Facilities Management Policy 2.7122A: The construction of five (5) foot wide sidewalks adjacent to the curb shall be required in all new developments and street improvements.	Alignments A, B, and C would include a minimum of 5.5-foot wide sidewalks on all segments of the Melrose Drive extension and North Santa Fe Avenue improvements.	YES
Public Recreation Facilities Policy 2.74B: Provide recreational experience and programs that contribute to the total health of the individual while meeting the desires of the community as a whole.	Additional trails and connections in the equestrian, pedestrian, and bicycle facility networks would provide opportunities for individuals to utilize for health and well-being, while contributing to community and regional goals of an interconnected, multimodal trail network.	YES

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Public Recreation Facilities Policy 2.74C: Provide adequate parkland acreage in both location and size to meet the recreation needs of existing and future residents and to preserve natural resources within the City.	While Alternative A would impact 3.55 acres of parkland, Alternative B would impact 3.62 acres of parkland, and Alternative C would impact 8.35 acres of parkland, land would be added to Guajome County Park at a minimum 1:1 ratio under any alternative by dedicating land that is currently adjacent to but outside the limits of the park to maintain adequate acreage to meet the recreation needs of the population.	YES
Public Recreation Facilities Policy 2.74D: Develop park sites to provide diverse recreational facilities to meet the active and passive recreational needs of Oceanside residents.	The Project proposes to add a new multi-purpose trail that would tie into existing multi-purpose trails in Guajome County Park and would therefore offer new recreational opportunities for Oceanside residents.	YES
Public Recreation Facilities Policy 2.74E: Provide for the optimum functional and aesthetic integration of all recreational, environmental, cultural and social elements into Oceanside parks.	Improved drainage of Guajome Creek from Guajome County Park to Rancho Guajome Adobe and additional recreational trails would enhance the biological functioning as well as the recreational opportunities of County parkland.	YES
<b>LAND USE ELEMENT, CHAPTER THREE: NATURAL RESOURCE MANAGEMENT</b>		
Evaluating the State of the Environment Policy 3.0B: The City, through the procedures established by both the State of California’s CEQA Guidelines and the City of Oceanside’s Local CEQA Guidelines, shall identify, evaluate, and mitigate significant impacts to the environment.	Impacts from the Project identified as significant in this Draft EIR would be mitigated upon Project implementation whenever feasible. The applicable mitigation measures are enumerated at the end of each sub-section in Chapter 4.0, Environmental Analysis. Despite these efforts, however, significant unmitigated impacts would remain for the issues of land use, visual quality and aesthetics, and agricultural resources.	NO
Evaluating the State of the Environment Policy 3.0C: The City shall assure the proper evaluation through the environmental review process of sensitive and potentially valuable wildlife habitats.	A BTR has been prepared by HELIX and is included in Appendix D. Eight sensitive wildlife habitats have been identified in the area of potential effect (APE) for each of the three alternatives and include southern riparian forest, southern willow scrub, freshwater marsh, cismontane alkali marsh, mulefat scrub, saltgrass grassland, Diegan coastal sage scrub (including disturbed), and non-native grassland (including disturbed). Six non-sensitive plant communities occur on-site.	YES



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	Section 4.4, Biological Resources, summarizes impacts and mitigation measures for these resources.	
Evaluating the State of the Environment Policy 3.0D: The City shall recognize the importance of sensitive or potentially valuable wildlife habitats and support efforts to preserve these resources.	See discussion of Evaluating the State of the Environment Policy 3.0C, above. Any potential significant biological resource impacts would be mitigated as described within Section 4.4.	YES
Environmental Resource Management Policy 3.11A: A biological survey report, including a field survey, shall be required for a proposed project site if the site is largely or totally in a natural state or if high interest species of plants or animals have been found on nearby properties.	See discussions of Evaluating the State of the Environment Policy 3.0C and 3.0D, above.	YES
Environmental Resource Management Policy 3.11C: In areas where vegetation or wildlife habitat modification is inevitable, mitigation and/or compensatory measures such as native plant restoration, land reclamation, habitat replacement or land interest donation will be considered.	As discussed in the BTR and Section 4.4, Biological Resources, there are habitat areas within the Project area that would be subjected to modification due to grading. Some of these affected areas would be restored/landscaped with native plant species and the open space shall be managed and preserved in Guajome County Park.	YES
Grading and Excavation Policy 3.14A: Investigation and evaluation of currently affected areas will indicate the measures to be included.	Prior to final design and construction, a detailed geotechnical investigation would be conducted for the proposed Project to assess site-specific geologic conditions and associated design elements, as well as to identify construction and design requirements for related geologic hazards.	YES
Soils Group 2 Policy 3.16B: The City of Oceanside shall follow the grading ordinance as to enforcement of mitigation measures within the City.	Sections 4.5, Geology and Soils, and 4.6, Hydrology and Water Quality, include recommended grading specifications and Project-specific BMPs for erosion control pursuant to the NPDES requirements and the City's Grading Ordinance. The proposed Project would follow these specifications and practices and remain in compliance with the City's Grading Ordinance.	YES
Cultural Resources Policy 3.2C: Cultural resources that must remain in-situ to preserve their significance shall be preserved intact and interpretive signage and protection shall be provided by project developers.	Archaeological and historic building surveys were conducted for the Project and identified no cultural resources. Mitigation measures for unexpected discoveries are outlined in Section 4.12, Cultural Resources.	YES
Cultural Resources Policy 3.2D: An archaeological survey report shall be prepared by a SOPA (Society of Professional Archaeologists) certified	Some of the site is in a natural state, several recorded sites are within a 1-mile radius, and the Project area is near and partially	YES

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archaeologist for a project proposed for grading or development if any of the following conditions are met: The site is completely or largely in a natural state; There are recorded sites on nearby properties; The project site is near or overlooks a water body; The project site includes large boulders and/or oak trees; or The project site is located within a half-mile of Mission San Luis Rey.	contains Guajome Creek. Accordingly, several intensive archaeological surveys were conducted for the Project, (with details included in Appendix M of the EIR).	
Paleontological Resources Policy 3.23A: Paleontological survey reports shall be prepared by a qualified paleontologist approved by the City for all proposed projects that are located in the area designated as having a high potential for fossils on the City’s natural resource management data base system.	As described in Section 4.13, Paleontological Resources, implementation of mitigation measures including monitoring, salvage, and preparation of a survey report would comply with City guidelines and would reduce the potential impacts to paleontological resources below a level of significance.	YES
<b>CIRCULATION ELEMENT</b>		
Circulation Policy B: The City shall provide necessary facilities to obtain a balanced use of all travel modes to address the transportation needs of all ages and to provide mobility for a variety of trip purposes. The City shall generally recognize the following priorities for new transportation facilities: vehicular, transit, pedestrian, bicycle, equestrian, and freight movement.	The Project addresses and provides for a variety of transportation needs, including motorists, cyclists, pedestrians and equestrians.	YES
Circulation Policy C: The City shall cooperate with adjacent communities and agencies such as San Diego County, Carlsbad, Vista, Caltrans, North County Transit District, United States Marine Corps Base Camp Pendleton, and the San Diego Association of Governments (SANDAG) to provide the maximum compatibility of adopted circulation elements and regional facility plans. In June 1990, voters approved Proposition 111 that requires the preparation and implementation of a Congestion Management Program (CMP) in each of California’s urbanized counties.	The City would coordinate with the County and the City of Vista to provide the north-south connector between North Santa Fe Avenue and Highway 76 that would facilitate local traffic in and around the Project area and regional traffic between the cities of Vista and Carlsbad, pursuant to applicable requirements in the November 2008 SANDAG CMP.	YES
Circulation Policy D: The City’s circulation system shall promote efficient intra- and inter-city travel with minimum disruption to established and planned residential neighborhoods.	The Project would entail some disruption within the study area in order to provide the intra- and inter-city transportation link. However, the Project alternatives were designed minimize disruption to the surrounding area and do so to varying degrees: Alternative A would acquire 14 parcels; Alternative B	YES

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	would acquire 22 parcels; and Alternative C would acquire 7 parcels.	
<p>Master Transportation Plan Policy A: The City shall plan, design, and implement a street system that recognizes the importance of the use and function of each hierarchical street classification. These street classifications include prime arterial, four- and six-lane major arterials, secondary arterial, collector streets, and local streets. The function of each is described below and the general alignment of the prime arterial, major arterial, secondary arterial, and collector streets are shown on the master street plan.</p> <p>Prime Arterial – The main function of this classification is to provide regional, subregional, and intra-city travel services. Features include high design standards with six travel lanes, raised and landscaped medians, 8-ft shoulders, highly restricted access, and no parking.</p> <p>Four- and Six-Lane Major Arterial – Major arterials provide intra-city and subregional service. Access and parking may be allowed, but closely restricted in such a manner as to assure proper function of this roadway. Typical standards include the provision for four and six travel lanes with raised and landscaped medians, and 8-foot shoulders (for emergency parking and bike lane) for added safety and efficiency by providing protected left turns at selected location.</p>	<p>Melrose Drive would be constructed to Six-Lane Major Arterial standards from Spur Avenue to North Santa Fe Avenue and widened to Prime Arterial standards from North Santa Fe Avenue to Sagewood Drive. The roadway would consist of a 104-foot curb-to-curb width within a 124-foot ROW, with three lanes of traffic in each direction, separated by a raised median. The raised median would range from 4 to 16 feet in width, and would contain sub drains and landscaping. A Class II bike lane (5 feet minimum total width) would be striped along both sides of Melrose Drive for the length of the Project. A curb and gutter and 5.5-foot-wide sidewalk would also extend the length of the Project in each direction. Finally, light standards would be located 7 feet from the curb at approximately 400-foot intervals along the alignment for public safety.</p> <p>North Santa Fe Avenue would be a signalized intersection at Melrose Drive, and would be improved to Four-Lane Major Arterial standards consisting of an 84-foot curb-to-curb width within a 112-foot ROW, with two lanes of traffic in each direction separated by a raised median. The raised median would range from 8 to 20 feet in width, and would contain sub drains and landscaping. A Class II bike lane (5 feet minimum total width) would be striped along both sides of North Santa Fe for the length of the improvements. A curb and gutter and 5.5-foot-wide sidewalk would also extend the length of the Project in each direction.</p> <p>The proposed segment is identified within the Master Transportation Plan. It is therefore consistent with the street system objectives of the Master Transportation Plan.</p>	YES

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Master Transportation Plan Policy D: The City’s goal for an acceptable traffic service standard during AM and PM peak periods shall be Level of Service (LOS) C for all arterial and street links and LOS D for all intersections.	As indicated by the Project Traffic Impact Study, two intersections in the Project vicinity would continue to operate at unacceptable levels. However, the intersection nearest the proposed Project (Old Ranch Road/Melrose Drive) would improve from LOS F to LOS B with the proposed Project. Three roadway segments would continue to operate at unacceptable levels, but not as a result of the proposed Project. Specifically, LOS would not be reduced on any of these three segments from the Project, and associated vehicle speeds would improve (increase).	YES
Roadway Improvements Policy B: The City shall assure that each addition to the circulation system is a usable link on the total system and that new routes and links are coordinated with existing routes to assure that each new and existing roadway continues to function as it was intended.	The proposed Project is a component of the Master Transportation Plan and is intended as a regional link that does not currently exist.	YES
Roadway Improvements Policy C: The City shall require or provide adequate traffic safety measures on all new and existing roadways. These measures may include, but are not limited to, appropriate levels of maintenance, proper street design, traffic control devices, (signs, signals, and striping), street lighting, and coordination with the school districts to provide school crossing signs and protection.	All new roadway segments would include traffic safety measures to City standards.	YES
Roadway Improvements Policy D: The City shall give priority to funding and implementing projects that either complete links on the circulation system or relieve existing deficiencies.	The proposed Project is a component of the Master Transportation Plan and is intended as a regional link that is currently deficient.	YES
Roadway Improvements Policy E: The City shall, where feasible, interconnect traffic signals to form area networks or corridor systems. These systems shall be timed to facilitate the flow of through traffic on the arterial system, thus enhancing the movement of vehicles and goods through the City, while reducing fuel consumption and air pollution.	The Project would maintain the signalized intersection at Melrose Drive and North Santa Fe Avenue and would provide a signal at the Melrose Drive/Spur Avenue intersection.	YES

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Roadway Improvements Policy G: The City shall approve and build streets as per City of Oceanside Engineering Manual Specifications.	All new roadways would be built per City Engineering Manual Specifications.	YES
Roadway Improvements Policy H: The City shall require additional right-of-way width and additional improvements of major arterials where required for turning movements or to provide access to adjacent properties whenever access is not feasible from a lower classification street system.	All proposed roadway improvements would provide sufficient space to allow turning wherever possible and appropriate. No direct driveway access to Melrose Drive is allowed.	YES
Roadway Improvements Policy O: Prior to approving a street widening project, the City shall explore all alternatives to adding additional lanes or acquiring additional right-of-way.	The addition of the Melrose Drive extension and the associated road widening was considered at the master planning level as a necessary step to serve inter- and intraregional traffic at an acceptable LOS.	YES
Transportation Demand Management Policy B: Consider the use of bicycles during the design and implementation of the street system.	Class II bicycle lanes in both directions are included in the Project design to provide a link in the existing bicycle lane system.	YES
Transportation Demand Management Policy D: Require pedestrian facilities along all streets and in other locations throughout the City as noted in the Recreational Trails Element.	Consistent with the Recreational Trails Element, the Project would include sidewalks with a minimum 5.5-foot width along both sides of all proposed segments.	YES
Nonmotorized Transportation Policy A: Class II Bikeways (on-street bike lanes) shall be planned into all prime, major, and secondary arterials.	The Project roadways are classified as Prime Arterial and Four- and Six-Lane Major Arterial and include Class II Bikeways in both traffic directions.	YES
Nonmotorized Transportation Policy D: The utilization of land shall integrate the bicycle circulation system with auto, pedestrian, and transit systems.	The Class II Bikeways and pedestrian sidewalks included in the Project design would add a regional connection that would increase the utility of the surrounding bikeways and pedestrian facilities.	YES
Nonmotorized Transportation Policy F: Development of the Bicycle Circulation System shall be consistent with the implementation of the City's Recreational Trails Element.	A Class II Bikeway along the proposed segment is a yet-undeveloped component of the Bicycle Circulation Master Plan included in the Recreational Trails Element. See also the recommendations of the 2008 Bicycle Master Plan in this table.	YES
Pedestrian Facilities Policy A: The construction of a minimum 5-foot wide sidewalk shall be required in all new developments and street improvements.	The Project roadways would include a minimum 5.5-foot sidewalk along both sides, consistent with the Recreational Trails Element.	YES
Pedestrian Facilities Policy F: Pedestrian Circulation and facilities shall be developed consistent with the City's Recreational Trails Element.	Sidewalks would be incorporated along the proposed improvements, consistent with the Recreational Trails	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
	Element’s objectives of establishing a continuous pedestrian facility network.	
Equestrian Facilities Policy: The City shall protect and maintain the equestrian trails as a form of recreational opportunities and provide additional trail opportunities as part of the implementation of the City’s Recreational Trails Element.	The Project would maintain existing equestrian trails in Guajome County Park and would add a new multi-purpose trail along the eastern side of the road. New connections to existing trails would be made to allow new access to and from trails in Rancho Guajome Adobe.	YES
<b>RECREATIONAL TRAILS ELEMENT</b>		
Bicycle System Objective 2.5: Design Class II bikeways (bike lanes on all prime, major and secondary arterials, and collector streets that function as links for the bicycle network. In such cases, the City should reduce hazards to cyclists on collector streets by eliminating on-street parking.	The Project would provide a Class II bikeway link in the planned Bicycle Circulation Master Plan. See also the recommendations of the 2008 Bicycle Master Plan in this table.	YES
Equestrian System Goal: Develop an equestrian trail along the San Luis Rey River corridor, linking the beach, Guajome Park, Ivey Ranch, and the Equestrian Overlay District, as well as areas east of the City.	A component of the planned north-south equestrian trail including road crossings and a connection near North Santa Fe Avenue through the Equestrian Overlay District and would be provided through development the Project, providing important connections in the Equestrian and Pedestrian Circulation Master Plan.	YES
Equestrian System Objective 6.1: The City should implement the Equestrian Circulation Master Plan.	Consistent with the Equestrian Circulation Master Plan, the Project would provide a new equestrian crossing and trail connection at Guajome Lake Road and would provide a north-south connection in the planned equestrian trail system that would connect the existing trails near Spur Avenue and North Santa Fe Avenue with an additional crossing at N. Santa Fe Avenue.	YES
Equestrian System Objective 7.1: Continue access to Guajome Park equestrian trails from the Equestrian Overlay District and provide additional connections utilizing drainage corridors where feasible.	The Project would maintain existing equestrian trails in Guajome County Park and would add a new multi-purpose trail along the eastern side of the road. New connections to existing trails would be made to allow new access to and from trails in Rancho Guajome Adobe.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
Equestrian System Objective 7.2: Require equestrian trails in undeveloped areas of the Equestrian Overlay District, striving for master-planned connections consistent with the Equestrian Master Plan map.	Additional trail connections within the Equestrian Overlay District would be provided by the Project, consistent with the Equestrian Master Plan map by connecting the Spur trail to the North Santa Fe Trail and Rancho Guajome Adobe.	YES
Pedestrian System Objective 7.3: Continue to construct sidewalks on all streets as improvements occur. Sidewalks should be adequately maintained and clear of obstructions. Landscaped walking corridors should be encouraged in new development through use of meandering sidewalks, linear parks, greenbelts, and similar elements.	Sidewalks would be incorporated into the Project. Landscaping would be provided along sidewalks.	YES
Recreational Trails Plan Standards. Class II Bikeways (Bike Lanes): Class II bikeways (bike lanes) for preferential use by bicycles are established within the paved area of roadways. Bike lane stripes are intended to promote an orderly flow of traffic. Bicycles have exclusive use of a bike lane but must share the facility with motor vehicles and pedestrians crossing it. Bike lane stripes can increase bicyclists' confidence that motorists will not stray into their path if they remain within the bike lane. Bike lanes are one-way facilities located adjacent to the curb. The minimum width for these facilities is four feet, except when they are adjacent to parking lanes, when they will be five feet.	Class II bike lanes would be incorporated into Project design along Melrose Drive and North Santa Fe Avenue and would be made to City standards.	YES
Recreational Trails Plan Standards. Equestrian Trails: Equestrian trails are those intended for use by riders, with a soft-footed surface such as those in the Equestrian Overlay District. As delineated by the zoning ordinance, equestrian trails shall be a minimum of eight inches thick composed of granite or turf and a minimum of seven feet wide within a ten-foot wide trail corridor.	Ten-foot wide multi-purpose trails along Guajome Lake Road, Melrose Drive, and North Santa Fe Avenue would be constructed to City Equestrian Trails standards.	YES
Recreational Trails Plan Standards. Pedestrian Trails: Pedestrian trails include hiking trails, multi-use trails, and special pedestrian routes identified in existing documents. All fully improved streets within the City have sidewalks for pedestrian use. Class I bikeways are also considered to be pedestrian routes. The City standard calls for five-foot sidewalks adjacent to City streets. All soft footed pedestrian paths shall be a minimum of five feet wide and shall be constructed of decomposed granite where feasible.	Proposed roadway segments include sidewalks with a minimum width of 5.5 feet and multi-purpose trails with minimum 10-foot widths.	YES

LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION		
APPLICABLE ELEMENTS, GOALS AND POLICIES	PROJECT COMPLIANCE	CONSISTENT (YES/NO)
<b>ENVIRONMENTAL RESOURCE MANAGEMENT ELEMENT</b>		
Water Policy 3: Minimize pollution of water supplies, including lakes, rivers, streams, lagoons and ground water.	Short-term construction impacts to water resources would be minimized based on the implementation of a Storm Water Pollution Prevention Plan/Storm Water Sampling and Analysis Strategy (SWPPP/SWSAS), pursuant to requirements under the NPDES and related City criteria. Furthermore, long-term water quality issues and associated regulatory requirements (e.g., NPDES permitting and City requirements) would be addressed through site design/LID BMPs, source control BMPs, and treatment control BMPs. Refer to Section 4.6, Hydrology and Water Quality, for additional details of the proposed BMPs, as well as associated regulatory requirements.	YES
Soil, Erosion and Drainage Policy 1: Consider appropriate engineering and land use planning techniques to mitigate rapid weathering of the rocks, soil erosion, and the siltation of the lagoons.	Drainage facilities including natural and mechanical BMPs and native landscaping would be incorporated into Project design to minimize rapid weathering, erosion and siltation.	YES
Vegetation and Wildlife Habitats Policy 1: Conserve and enhance vegetation and wildlife habitats, especially areas of rare, endangered, or threatened species.	<p>The Project BTR was prepared by HELIX and is included in Appendix D. Eight sensitive wildlife habitats have been identified in the area of potential effect (APE) for each of the three alternatives and include southern riparian forest, southern willow scrub, freshwater marsh, cismontane alkali marsh, mulefat scrub, saltgrass grassland, Diegan coastal sage scrub (including disturbed), and non-native grassland (including disturbed). Six non-sensitive plant communities occur on-site. Two sensitive plant species (southwestern spiny rush [<i>Juncus acutus</i> ssp. <i>Leopoldii</i>] and small-flowered morning-glory [<i>Convolvulus simulans</i>]) were observed within the BSA.</p> <p>Six animal species considered sensitive by the resource agencies, City, and/or County were observed or detected within the Biological Study Area during surveys and include the federal- and state-listed endangered least Bell's vireo (<i>Vireo bellii pusillus</i>), the federal-listed threatened coastal California gnatcatcher (<i>Polioptila californica californica</i>), as well as yellow-breasted chat (<i>Icteria virens</i>), yellow warbler</p>	YES



LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION		
APPLICABLE ELEMENTS, GOALS AND POLICIES	PROJECT COMPLIANCE	CONSISTENT (YES/NO)
	<p>(<i>Dendroica petechia brewsteri</i>), red-shouldered hawk (<i>Buteo lineatus</i>), and turkey vulture (<i>Cathartes aura</i>). In addition, an active red-tailed hawk (<i>Buteo jamaicensis</i>) nest was observed within the BSA.</p> <p>Mitigation of impacts to sensitive vegetation communities, Corps and CDFG jurisdictional areas, and sensitive plant and animal species would occur through acquisition of mitigation credits, or creation and/or restoration of appropriate habitat in consultation with the City, County, and resource agencies. The proposed mitigation measures would reduce Project-related impacts to below a level of significance, as summarized in Section 4.4, Biological Resources.</p>	
Cultural Sites Policy 1: Encourage the conservation and protection of significant cultural resources for future scientific, historic and educational purposes.	Archaeological and historic building surveys were conducted for the Project and identified no cultural resources. Mitigation measures for unexpected discoveries are outlined in Section 4.12, Cultural Resources.	YES
Recreation and Scenic Areas Policy 1: Plan adequate recreation facilities based on existing recreation standards and criteria established by the appropriate agencies as contained in the other elements of the General Plan.	Consistent with the Recreational Trails Element and other elements of the general plan, multi-purpose trails with minimum 10-foot widths, sidewalks with minimum 5.5-foot widths, and bicycle lanes with minimum 5-foot widths would be provided along all Project roadway segments.	YES
Recreation and Scenic Areas Policy 2: Encourage the preservation of significant visual open spaces when such preservation is in the best interest of the public health, safety and welfare.	While Alternative A would impact 3.55 acres of parkland, Alternative B would impact 3.62 acres and Alternative C would impact 8.35 acres of parkland, in all scenarios, parkland would be added to Guajome County Park by dedicating land that is currently adjacent to but outside the limits of the park, thereby maintaining the acreage of visual open space. This addition would include the manufactured slope to the west of the proposed roadway that would be recontoured and landscaped with native vegetation.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<b>COMMUNITY FACILITIES ELEMENT</b>		
Parks and Recreation Facilities Policy 1.2: The City of Oceanside shall assist in the coordinated planning, development and maintenance of unique regional amenities within and adjacent to the community. These amenities include Guajome County Park.	The Project, being coordinated with the County, would include a new multi-purpose trail which would provide a recreational opportunity designed to serve the needs of the community and that is consistent with the community’s semi-rural character.	YES
Stormwater Management System Policy 6.4: To the degree that it is economically feasible and consistent with sound engineering practices and maintenance criteria, the City shall discourage disruption of the natural landform and encourage the maximum use of natural drainage ways in new development. Non-structural flood protection methods, which avoid major construction programs such as channels and favor vegetative measures to protect and stabilize land areas, should be considered as an alternative to constructing concrete channels where feasible.	The proposed Project would design drainage around existing drainage systems. Existing flood hazards due to under-functioning culverts under the intersection of North Santa Fe Avenue and Melrose Drive would be improved with the addition of five box culverts to manage flood conditions of Guajome Creek. Site design includes mechanical BMPs to manage runoff from paved surfaces and natural BMPs to receive waters before allowing them to enter the natural drainage channels of Spring Creek, Guajome Creek and the unnamed drainage along Guajome Lake Road.	YES
Stormwater Management System Policy 6.8: The City of Oceanside shall integrate required drainage planning efforts with linear open space amenities and trail corridors throughout the community, while addressing the issues of life safety, attractive nuisances, and long-term maintenance responsibility and costs.	Drainage in the Project area would occur along natural streams and creeks through Guajome County Park, including Spring Creek, Guajome Creek and the unnamed drainage along Guajome Lake Road.	YES
Stormwater Management System Policy 6.9: The City shall comply with the sections of the Federal Clean Water Act in regard to stormwater drainage.	Temporary and permanent BMPs would be installed to manage stormwater drainage in compliance with the Federal Clean Water Act.	YES
<b>PUBLIC SAFETY ELEMENT</b>		
Seismic and Geologic Hazard Policy 1: Consider seismic and geologic hazards when making land use decisions particularly in regard to critical structures.	A Geologic Reconnaissance Report and two letter report updates were completed for the Project, and found that “No soil or geologic conditions...exist at the site that would preclude construction of the proposed roadway.” Prior to final design and construction, a detailed geotechnical investigation would be conducted for the Project to assess site-specific geologic conditions and associated design elements, as well as to identify construction and design requirements for related geologic hazards.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
Flooding Hazard Policy 1: Consider the potential for flooding when making land use decisions.	The Project would be designed considering the existing flood conditions of Guajome Creek that are partly resultant from the siltation build-up in the existing culvert. The portion of the roadway extension that crosses the creek would be raised to the point of withstanding flood conditions and the design incorporates five box culverts that would restore the natural flow and could reduce the flooding from Guajome Creek during flood conditions.	YES
<b>NOISE ELEMENT</b>		
Noise Policy 1: Noise levels shall not be so loud as to cause danger to public health in all zones except manufacturing zones where noise levels may be greater.	Noise levels from project operation would be attenuated by noise walls ranging from six to twelve feet in height and would therefore not be so loud as to cause danger to public health. Construction noise levels would be controlled at the source with measures including time limits and strategic placement of work and staging areas, and would therefore not be so loud as to cause danger to public health.	YES
Noise Policy 2: Noise shall be controlled at the source where possible.	Where operational noise levels would exceed the 65 dBA and 60 dBA criteria set by the City and the County, respectively, noise walls ranging from 6 to 12 feet in height would be placed along the roadway to control noise emission at its source. Construction noise levels likewise would be controlled at the source with such measures as time limits and strategic placement of work and staging areas.	YES
Noise Policy 3: Noise shall be intercepted by barriers or dissipated by space where the source cannot be controlled.	Each of the three alternatives would require potential noise impacts be mitigated by permanent noise walls ranging from 6 to 12 feet in height along proposed roadway segments.	YES
Noise Policy 6: Noise levels of City vehicles, construction equipment, and garbage trucks shall be reduced to acceptable levels.	Any City vehicles, construction equipment or garbage trucks involved in the proposed Project would maintain acceptable noise levels.	YES
Noise Recommendation 5: Land uses in the City of Oceanside should be planned in order to insure that residential areas will not be impacted by noise. Approval of any project in the City where the health of future residents or occupants may be adversely affected by noise associated with the site should be taken to reduce or abate the noise effects or should be denied approval and recommended for an alternate site.	As discussed in Section 4.7, Noise, any potential noise impacts to residences and recreational areas would be mitigated with the use of 6- to 12-foot noise walls along roadway segments. Construction noise levels would be controlled at the source with such measures as time limits and strategic placement of work and staging areas.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<b>HAZARDOUS MATERIALS MANAGEMENT ELEMENT</b>		
The goal of the City of Oceanside is the prevention of pollution of the City's air, water, and soil by hazardous materials and hazardous waste to the greatest extent possible. This goal may be realized through: e. The prevention and elimination of releases of hazardous materials into all media.	A Phase I Environmental Site Assessment and a pesticide analysis were completed for the Project (Appendix J) to assess the potential for hazardous materials, including pesticide residue to exist in the Project area from former agricultural uses. The Phase I ESA identified potentially significant impacts from the possible occurrence of an underground storage tank (UST), asbestos-containing materials (ACMs) and lead-based paint (LBP). Mitigation measures were provided to address these potential concerns and reduce all associated impacts below a level of significance. The pesticide analysis concluded that concentrations detected in the soils did not meet or exceed the EPA's preliminary remediation goals for residential soil and therefore do not pose a risk to public health or underlying groundwater. Based on the noted analyses, significant levels of hazardous materials would not be released into the City's air, water and soil.	YES
<b>CITY OF OCEANSIDE MASTER PLAN OF PARKS AND RECREATION</b>		
<b>PARK SYSTEM MASTER PLANNING</b>		
Park System Master Planning Policy 2.2E: Plan for parks and recreation facilities with an understanding of services provided by recreation facilities beyond the jurisdiction of the City.	Proposed multi-purpose trails would be designed to connect with Rancho Guajome Adobe and the City of Vista.	YES
Park System Master Planning Policy 2.2G: Integrate planning for local parks with planning for open space, conservation, riding and hiking trails, bicycle trails, regional parks, scenic highways, and flood control.	The Project would include provisions for open space, multi-use trails, and bicycle and pedestrian facilities to improve access to County parks.	YES
<b>PARK ACQUISITION</b>		
Park Acquisition Goal: Provide adequate parkland acreage in both location and size to meet the recreation needs of existing and future residents and to preserve resources within the City of Oceanside.	The proposed Project would impact some parkland, but would mitigate for this loss at a minimum 1:1 ratio. The acreage and biological functions and values would not be diminished.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<b>PARK SITE DEVELOPMENT</b>		
Park Site Development Goal: Develop park sites to provide diverse recreational facilities to meet the active and passive recreational needs of Oceanside residents and in a manner which optimizes functional and aesthetic integration of recreational, environmental, cultural and social elements into Oceanside parks.	Proposed recreational trails would contribute to the variety of recreation opportunities including bicycle, pedestrian and equestrian facilities for different resident groups with varied leisure preferences.	YES
Park Site Development Policy 2.4B: Provide facilities, services, and programs accessible to the community under provisions of the Americans with Disabilities Act (ADA) and Title 24.	Sidewalks would be provided compliant with the ADA and Title 24.	YES
Park Site Development Policy 2.4C: Provide necessary improvements in recreation and open space areas to optimize their usage.	Along with proposed trail alignments, improvements including the underpass of Guajome Lake Road, equestrian trail switchback, traffic signaling and signage would optimize use of the existing and proposed recreational facilities.	YES
Park Site Development Policy 2.4D: Pursue high quality design and maintenance of recreation facilities commensurate with the scenic qualities and visual character.	Recreation facilities would be designed to comply with all applicable design guidelines and objectives including minimum widths, continuous pavement for bicycle and pedestrian facilities and a dg surface for multi-purpose trails.	YES
Park Site Development Policy 2.4E: Incorporate park features and facilities that are responsive to the recreational preferences expressed for the general geographic area the park is to serve.	Consistent with the semi-rural setting of Guajome County Park and Rancho Guajome County Park, the proposed Project would contribute equestrian trails and trail connections to serve the local population. Pedestrian and bicycle facilities would also be provided to address recreation and transportation preferences of other members of the population.	YES
Park Site Development Policy 2.4G: Provide a variety of desirable amenities within recreation areas so as to accommodate persons with different leisure time interests.	As discussed under Park Site Development Policy 2.4E, above, proposed recreational trails would contribute to the variety of recreation opportunities for different resident groups with varied leisure preferences.	YES
Park Site Development Policy 2.4H: Develop park facilities that are not only functional, but are efficient in terms of maintenance costs.	Parkland conversion areas would be developed for passive recreation. The trails proposed as part of the proposed Project would require a minimal level of maintenance.	YES
Park Site Development Policy 2.4I: Incorporate bicycle, pedestrian and equestrian trail linkages and facilities in parks as recommended by the City of Oceanside Recreational Trails Master Plan.	Consistent with the Recreational Trails Master Plan Bicycle and pedestrian facilities would be provided along all Project roadway segments. Multi-purpose trails allowing for	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
	equestrian use would be maintained where they currently exist and added along Melrose Drive. Additionally, new trail connections would be provided to Rancho Guajome Adobe.	
<b>CITY OF OCEANSIDE BICYCLE MASTER PLAN</b>		
General Physical Guideline 1, Pavement Width: At a minimum, all roadway projects shall provide sufficient width of smoothly paved surface to permit the shared use of the roadway by bicycles and motor vehicles.	The proposed roadway segments would provide a minimum width of five feet for Class II bike lanes along all segments.	YES
General Physical Guideline 2, Sight Distance: In situations where there is not adequate sight distance, provision of additional width may be necessary.	All Class II bike lanes would be designed and constructed per the guidelines in the Bicycle Master Plan, including width requirements.	YES
General Physical Guideline 6, Pavement Design: Bicyclists require a riding surface without significant obstacles or pavement defects.	The Class II bike lane installed in the roadway improvements would provide surfaces free of significant obstacles or defects.	YES
General Physical Guideline 9, Drainage Facilities: Careful consideration should be given to the location and design of drainage facilities on roadways with bicycle facilities. Only a “bicycle safe” drainage gate with acceptable hydraulic characteristics should be used. The inlet grate should be used in all normal applications and should be installed flush with the final pavement.	Location and design of drainage facilities would be designed and constructed per the guidelines in the Bicycle Master Plan. If drainage facilities are required in the bike lanes, they would be “bicycle safe” and installed flush with the pavement.	YES
General Physical Guideline 10, Combination Curb and Gutter: The width of the gutter pan should not be used when calculating the width of pavement necessary for shared use by cyclists. When combination curb and gutter is used, pavement width should be calculated by adding one foot from the curbed gutter.	The minimum five-foot width of all Project bike lanes does not include the extent of the curbed gutter.	YES
General Physical Guideline 11, Bridges: Bridges provide essential crossings over obstacles such as rivers, rail lines and high speed roadways, but they have been almost universally constructed for the expedience of motor vehicle traffic and often have features that are not desirable for bicycling. Among these features are widths that are narrower than the approach roadways, low railings or parapets, high curbs and expansion joints that can cause steering problems.	Melrose Drive at the bridge crossing of Guajome Lake Road would be the same width as the rest of the roadway segments. Railings and expansion joints would be designed and constructed per the guidelines in the Bicycle Master Plan to facilitate bicycle transportation.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<p>General Physical Guideline 12, Traffic Control Devices: In order for cyclists to properly obey traffic control devices, those devices must be selected and installed to take their needs into account. All traffic control devices should be placed so cyclists who are properly positioned on the road can observe them. This includes programmed visibility signal heads.</p> <p>Traffic Signals and Protectors: Traffic-actuated signals should accommodate bicycle traffic. Detectors for traffic-activated signals should be sensitive to bicycles, should be located in the cyclists expected path and stenciling and should direct the cyclist to the point where the bicycle will be detected. Where left turn lanes are provided and only protected left turns are allowed, bicycle sensitive loop detectors should be installed in the left turn lane, or a pedestrian style push button should be provided that is accessible to the cyclist in the median immediately adjacent to the turn lane to permit activation of the left turn phase. Where moderate or heavy volumes of bicycle traffic exist, or are anticipated, bicycles should be considered in the timing of the traffic signal cycle as well as in the selection and placement of the traffic detector device.</p> <p>Signs: When designing a bicycle route, the placement and spacing of signs should be based on the Caltrans <i>Traffic Manual and Highway Design Manual</i>.</p>	<p>Traffic control devices would be designed and constructed to be visible and accessible to cyclists, per the guidelines in the Bicycle Master Plan.</p>	<p>YES</p>
<p>General Physical Guideline 13, Intersections and Driveways: Where they already exist, specific measures should be employed to ensure that the movement of cyclists along the roadway will be visible to motorists and to provide cyclists with a safe area to operate to the left of these wide radius right turn lanes. One method to accomplish this is to stripe (dash) a bicycle lane throughout the intersection area. Also, "SHARE THE ROAD" signs should be posted in advance of the intersection to alert existing traffic. Even so, wherever possible, such intersection conditions should be eliminated.</p>	<p>Bicycle facilities at intersections would be designed and constructed per the guidelines in the Bicycle Master Plan.</p>	<p>YES</p>

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<p>Survey of Planned Local Bikeways: The Bicycle Master Plan recommends a Class I Bike Path along North Santa Fe Avenue between Mission Avenue and Guajome County Park.</p>	<p>While the Project would not provide a Class I Bike Path along this segment, it would not preclude the future development of such a path. Additionally, the Project design includes a multi-use trail extending between Spur Avenue and the eastern portion of Guajome County Park, with this facility to provide some similar amenities as a Class I Bike Path (e.g., physical separation between bicycle and motorized vehicle traffic).</p>	<p>YES</p>
<p>Survey of Planned Local Bikeways: The Bicycle Master Plan recommends a Class I Bike Path from Spur Avenue to the intersection of Melrose Drive with North Santa Fe Avenue with a possible connection with the Melrose Drive extension (Project).</p>	<p>While the Project would not provide a Class I Bike Path along this segment, it would not preclude the future development of such a path. Additionally, the Project design includes a multi-use trail extending between Spur Avenue and the eastern portion of Guajome County Park, with this facility to provide some similar amenities as a Class I Bike Path (e.g., physical separation between bicycle and motorized vehicle traffic).</p>	<p>YES</p>
<b>CITY OF OCEANSIDE MUNICIPAL CODE</b>		
<b>ZONING ORDINANCE</b>		
<p><b>ARTICLE 10: RESIDENTIAL DISTRICTS:</b> The applicable zoning designations for this site are RE-B, RS, OS, SP, and EQ. RE-B permits very low density development of single-family residences, with a base density of 1.0 dwelling units per acre and a maximum density of 3.B dwelling units per gross acre. RS permits the development of single family residences with a base density of 3.6 and maximum density of 5.9 dwelling units per gross acres. OS is a classification for large public or private sites permanently designated for park or open space use.</p>	<p>No changes in residential density or incompatible land uses are proposed associated with the Project.</p>	<p>YES</p>
<p><b>ARTICLE 15: OPEN SPACE DISTRICT</b> 1510 Specific Purposes: The specific purposes of the OS district are to:</p> <ul style="list-style-type: none"> <li>A. Provide a suitable classification for large public or private sites permanently designated for park or open space use.</li> <li>B. Protect public health and safety by limiting lands subject to flooding, slides, or other hazards to open space use.</li> <li>C. Allow the Planning Commission and City Council to consider the most appropriate use of a site following discontinuance of a</li> </ul>	<p>The Project would not conflict with any of the specified purposes of the Open Space District.</p>	<p>YES</p>



<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<p>large public or private open space use without the encumbrance of a base zoning district that may or may not provide appropriate regulations for development of the site.</p> <p>D. Provide a suitable classification that allows the Planning Commission and the City Council to designate lands considered undevelopable within a proposed land development or use as open space.</p>		
<p><b>ARTICLE 15: OPEN SPACE DISTRICT</b>                      1520 Land Use Regulations; L4: A use permit is required for transportation or communication facilities and similar facilities of public agencies or public utilities.</p>	<p>The City does not seek or issue use permits for City projects. This policy is therefore not applicable and the Project would not conflict with the City’s municipal code.</p>	<p>YES</p>
<p><b>ARTICLE 22: SCENIC PARK OVERLAY DISTRICT</b>                      The site is within the scenic park (SP) overlay district:</p> <p>A. All development shall be compatible with the topography, vegetation and colors of the natural environment and the established physical scale and character of the area and not materially degrade the visual resources of the site or adjacent public parks.</p> <p>B. Alterations of existing natural or artificial contours of land shall be minimized; no major ridge line shall be altered; and any contour altered by grading shall be covered by topsoil and planted with native or drought resistant plant materials compatible with the adjacent landscape.</p> <p>C. Structures shall be oriented to preserve views of the Guajome County Park and other public parks. The Planning Director may modify this standard to protect sensitive biological resources, critical habitat, or wildlife corridors.</p> <p>D. All signs shall be subject to the applicable provisions of Article 33 and the following provisions: 1) No roof signs or painted wall signs shall be permitted; 2) The maximum height of pole signs shall not exceed 25 feet, measured from existing grade; 3) No off-site signs, including outdoor advertising signs, temporary leasing or for sale signs or subdivision signs, shall be</p>	<p>For Alternatives A, B, and C, elevation differentials between the Project corridor and existing termini of Melrose Drive require cut corridors with occasional benching and fill slopes. Due to the existing topography, the height and form of the cut and fill slopes would be varied along the length of the proposed extension. An existing manufactured slope that would be added to Guajome County Park would be recontoured to blend with the natural terrain. All graded surfaces adjacent to or visible from parkland would be revegetated with native plantings. Signage would be consistent with the Scenic Park Overlay District. Visual resources would be impacted by the 6- to 12-foot noise attenuation walls associated with the Project.</p>	<p>NO</p>

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
permitted except for multi-use directional signs on a free-standing pole or sign structure may have more than four sign panels; 4) No temporary promotional signs or political signs shall be permitted.		
<p><b>ARTICLE 28: EQUESTRIAN OVERLAY DISTRICT</b>                      Section 2801: Specific purposes of the EQ Equestrian Overlay District are to:</p> <ul style="list-style-type: none"> <li>A. Provide for recreational opportunities by establishing an equestrian trail network around Guajome County Park and the San Luis Rey River within the Guajome Neighborhood Planning Area.</li> <li>B. Provide appropriate design standards and criteria for the keeping and protection of horses on private property.</li> <li>C. Create, enhance, and protect the equestrian and rural atmosphere within the overlay area by integrating open space areas and urban areas with horse trails.</li> <li>D. Achieve a visually pleasing and compatible relationship between buildings and accessory structures, horse trails, open space and planting areas, and the natural environment by providing appropriate buffers between equestrian and non-equestrian uses.</li> </ul>	The Project would contribute to the trail network by maintaining existing trails, adding a new trail between Spur Avenue and North Santa Fe Avenue and by providing new connections to Rancho Guajome Adobe. Potential impacts to rural character would be further minimized by providing native vegetation along the roadway and in areas adjacent to Guajome County Park, including a currently-developed manufactured slope. The proposed Project would not conflict with specific purposes of the Equestrian Overlay District and by adding new equestrian trails would contribute to the specified purposes.	YES
<p><b>ARTICLE 28: EQUESTRIAN OVERLAY DISTRICT</b>                      Section 2806, Development Regulations:                      All projects within the EQ Overlay District shall be required to maintain a minimum buffer of thirty (30) feet, exclusive of rear or side yard setback, in the form of a trail, street, or open space easement where the project abuts non-equestrian residential properties.</p>	The proposed Project would serve the purposes of a buffer between any existing and future development in the Equestrian Overlay District. Native landscaping along the sides of the roadway would provide additional buffering services.	YES
<p><b>ARTICLE 30: SITE REGULATIONS</b>                      Section 3019 Landscaping, Irrigation, and Hydroseeding                      B1: Required planting areas shall be permanently maintained.                      B2: Landscape materials shall not be located such that, at maturity they:                      a) interfere with safe sight distances for vehicular, bicycle or pedestrian traffic; b) conflict with overhead utility lines, overhead lights, or</p>	Landscaping along graded slopes and within the median would be installed and maintained per the City Zoning Ordinance to be permanently maintained and not interfere with transportation or utilities. Landscaping would be designed to blend with existing landscaping themes.	YES

LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION		
APPLICABLE ELEMENTS, GOALS AND POLICIES	PROJECT COMPLIANCE	CONSISTENT (YES/NO)
<p>walkway lights; or c) block pedestrian or bicycle ways.</p> <p>D: Landscape/Irrigation plans shall demonstrate a recognizable pattern or theme for the overall development by conforming to the City's requirements for plan selection, plant spacing, avoidance of crushed rock, use of mulch, vegetative cover, and degree of sun exposure.</p>		
<p>ARTICLE 30: SITE REGULATIONS</p> <p>Section 3039: Hillside Development Provisions</p> <p><u>Applicability:</u> Lands designated for public and semipublic, commercial, or industrial development may require significant landform alteration and grading to ensure their viability. While it is desirable to have such developments design to the spirit and intent of this section, it is recognized that the ability of such developments to meet the provisions and standards of this section will be limited.</p> <p><u>Regulation J:</u> Alterations of existing natural or artificial contours of land shall be minimized. No manufactured slope shall exceed 30 feet in height, nor shall it exceed 400 feet in length unless the Planning Commission determines that no feasible alternative exists. Any natural contour altered by grading shall be rounded and shaped to simulate natural terrain, unless on an individual site this would diminish open space or significant natural features of the site. Grading shall follow the natural topographic contours as much as possible, and standard prepared pads requiring extensive cut-and-fill grading shall not be allowed.</p>	<p>Alignments A, B, and C require varying degrees of fill at both ends of the roadway extension to meet the higher grade of the central Project corridor, and all three require cut through the central portion to reduce the necessary incline to cross the area. Alternative A would result in cut slopes reaching a maximum of 70 feet in height, Alternative would have cut slopes reaching a maximum of 78 feet in height, and Alternative C would have cut slopes reaching a maximum 54 feet in height.</p> <p>While these heights would be in excess of the 30 feet recommended by the Hillside Development Provisions, the Applicability statement of these provisions acknowledges that the ability of some developments, such as the Project which would be a public use requiring significant land form alteration and grading to ensure its viability, is limited. To the extent feasible given the fixed locations of the existing Melrose Drive termini to be connected and the elevation differential between the existing termini and the Project corridor, the site design avoids excessive cut and fill.</p>	YES <sup>3</sup>
<p>ARTICLE 30: SITE REGULATIONS</p> <p><u>Regulation Q:</u> The volume of earth moved for cuts and fills shall be minimized . . . the amount of hillside grading shall be limited to 7,500 cubic yards per acre or less. A reduced amount of grading shall be encouraged whenever possible.</p> <p>The Planning Commission may approve a Hillside Development Plan application which proposes hillside grading in an amount greater than 7,500 cubic yards per acre provided the site requires extensive grading to</p>	<p>The total acreage and grading quantities for the roadway corridor for each alternative APE are listed below:</p> <p style="text-align: center;">Alternative A APE:</p> <p>Total acreage – 62.2                  Cut per acre – 3,403 cy (211,630 cy total)                  Fill per acre – 961 cy (59, 740 cy total)</p>	YES

LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION														
APPLICABLE ELEMENTS, GOALS AND POLICIES	PROJECT COMPLIANCE	CONSISTENT (YES/NO)												
accommodate a public roadway identified in the Circulation Element of the City's General Plan.	<p>Alternative B APE</p> <p>Total acreage – 75.2 Cut per acre – 6,239 cy (469,142 cy total) Fill per acre – 455 cy (34,207 cy total)</p> <p>Alternative C APE</p> <p>Total acreage – 57.1 Cut per acre – 2,233 cy (127,460 cy total) Fill per acre – 2,320 cy (132,474 cy total)</p> <p>As indicated, total grading quantities for Alternatives A, B and C would not exceed the 7,500 cy limit typically imposed by the Regulation Q.</p>													
<p>ARTICLE 30: SITE REGULATIONS</p> <p>Regulation R: Lands considered to possess significant natural topographic features shall be preserved and integrated into project designs.</p>	While the terrain of the Project area includes topographic variety, no significant or unique topographic features exist on-site.	YES												
<b>NOISE CONTROL</b>														
<table border="1"> <thead> <tr> <th>Base District Zone</th> <th>7:00 am to 9:59 pm</th> <th>10:00 pm to 6:59 am</th> </tr> </thead> <tbody> <tr> <td>RE (Residential Estate)</td> <td>50</td> <td>45</td> </tr> <tr> <td>RS (Single-Family)</td> <td>50</td> <td>45</td> </tr> <tr> <td>(6) OS (Open Space)</td> <td>50</td> <td>45</td> </tr> </tbody> </table>	Base District Zone	7:00 am to 9:59 pm	10:00 pm to 6:59 am	RE (Residential Estate)	50	45	RS (Single-Family)	50	45	(6) OS (Open Space)	50	45		
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LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION		
APPLICABLE ELEMENTS, GOALS AND POLICIES	PROJECT COMPLIANCE	CONSISTENT (YES/NO)
<b>LIGHT POLLUTION REGULATIONS</b>		
<p>Sec. 39.5. General requirements.</p> <p>(a) Low pressure sodium lamps are the preferred illuminating source.</p> <p>(b) All nonexempt outdoor light fixtures shall be shielded as required in section 39.6.</p> <p>(c) All nonexempt outdoor light fixtures shall be shielded to the provision of section 39.8 regarding the hours of operation.</p>	<p>All proposed Project-related lighting would adhere to Chapter 39, Light Pollution Regulations. Short-term and permanent lighting within the proposed Project footprint adjacent to preserved habitat would be of the lowest illumination allowed for human safety, placed at 400 foot intervals, shielded and directed away from preserved habitat. In addition, most of the roadway for Alternatives A and B would be recessed 15 to 30 feet below the existing ground surface.</p>	<p>YES</p>
<b>URBAN RUNOFF AND DISCHARGE CONTROL</b>		
<p>Sec. 40.2.3. Best management practice requirements and general requirements applicable to all dischargers.</p> <p>(b) <i>Minimum best management practices for all dischargers.</i> All dischargers in the city must install, implement and maintain at least the following minimum BMPs:</p> <p>(1) <i>Eroded soils.</i> Prior to the rainy season, dischargers must remove or secure any significant accumulations of eroded soils from slopes previously disturbed by clearing or grading, if those eroded soils could otherwise enter the storm water conveyance system or receiving waters during the rainy season.</p> <p>(3) <i>Prevention of illegal discharges.</i> Illicit connections must be eliminated (even if the connection was established pursuant to a valid permit and was legal at the time it was constructed), and illegal discharge practices eliminated.</p> <p>(4) <i>Slopes.</i> Completed slopes that are more than five (5) feet in height, more than two hundred fifty (250) square feet in total area, and steeper than 3:1 (run-to-rise) that have been disturbed at any time by clearing, grading, or landscaping, shall be protected from erosion prior to the first rainy season following completion of the slope, and continuously thereafter.</p> <p>(6) <i>Use of materials.</i> All materials with the potential to pollute urban runoff (including but not limited to cleaning and maintenance products used outdoors, fertilizers, pesticides and herbicides, etc.) shall be used in accordance with label directions. No such product may be disposed of or</p>	<p>b)</p> <ol style="list-style-type: none"> <li>1) Soils disturbed by grading would be revegetated to prevent erosion. Should erosion occur prior to completion of the plant establishment period, measures would be taken to prevent soils from entering the storm water conveyance system or nearby waterways.</li> <li>3) The proposed Project would not entail illegal discharges.</li> <li>4) All manufactured slopes would be protected from erosion prior to the first rainy season through the use of BMPs and continually thereafter through revegetation.</li> <li>6) All materials with the potential to pollute would be used in accordance with label directions.</li> </ol> <p>c) BMPs would be inspected as required and maintained so that they continue to function as designed.</p> <p>d) A SWPPP would be prepared and implemented and would specify appropriate BMPs.</p>	<p>YES</p>

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<p>rinsed into receiving waters or the storm water conveyance system.</p> <p>(c) <i>Inspection, maintenance, repair and upgrading of BMPs.</i> BMPs at manned facilities must be inspected by the discharger before and following predicted rain events. BMPs at unmanned facilities must be inspected by the discharger at least once during the rainy season and at least once between each rainy season. These BMPs must be maintained so that they continue to function as designed. BMPs that fail must be repaired as soon as it is safe to do so. If the failure of a BMP indicates that the BMPs in use are inappropriate or inadequate to the circumstances, the BMPs must be modified or upgraded to prevent any further failure in the same or similar circumstances.</p> <p>(d) <i>Storm water pollution prevention plan.</i> An authorized enforcement official may require a commercial, industrial or land disturbance activities discharger to prepare and submit a SWPPP for approval by that official if: (1) the discharger does not come into compliance with this chapter after one or more warnings or other enforcement action, because BMPs are inadequate or are not being adequately maintained; or (2) the facility or activity at issue is a significant source of contaminants to receiving waters despite compliance with this chapter. Any discharger required to submit and to obtain approval of a SWPPP shall install, implement and maintain the BMPs specified in the approved SWPPP.</p>		
<b>DRAFT OCEANSIDE SUBAREA HCP</b>		
<p><u>Biological Preserve Criteria</u> The Draft Subarea Plan requires conservation of at least 2,511 acres of existing native habitats as biological open space in the City. The composition of the open space preserve system must meet the minimum acreage criteria set forth in Table 4-1 of the Draft Subarea Plan. The configuration of the preserve system must also be consistent with all of the subarea objectives.</p>	<p>The Project would mitigate for any undeveloped land with adjacent land through a parkland conversion at a minimum 1:1 ratio and would therefore not diminish the acreage nor substantially alter the configuration of native habitats.</p>	YES
<p><u>Conservation and Buffer Requirements along Tributaries and Creeks</u> Wherever development or other discretionary actions are proposed in or adjacent to riparian habitats (not including the main stem San Luis Rey River), the riparian area and other wetlands or associated natural habitats shall be designated as biological open space and incorporated into the</p>	<p>Mitigation areas for Project-related impacts to riparian habitats or other wetlands would encompass former or degraded riparian areas within Guajome County Park or Rancho Guajome Adobe, if feasible. The City and the County Department of Parks and Recreation will determine if such</p>	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<p>preserve. In addition, a minimum 50-foot biological buffer, plus a minimum 50-foot planning buffer (total width of both equals 100 feet) shall be established for upland habitats, beginning at the outer edge of riparian vegetation. The planning buffer serves as an area of transition between the biological buffer and specified land uses on adjoining uplands. Footpaths, bikeways, and passive recreational uses may be incorporated into planning buffers, but buildings, roads, or other intensive uses are prohibited.</p>	<p>former or degraded areas are available for habitat mitigation within Guajome County Park/Rancho Guajome Adobe. If not, off-site areas, such as the Heights of Palo Mesa Conservation Bank, Pilgrim Creek Mitigation Bank or North County Habitat Bank, would be used. These are permanent mitigation areas that would afford a similar level of habitat protection as Guajome County Park/Rancho Guajome Adobe.</p> <p>Wherever the proposed Project would require development of land nearby existing or created wetlands, appropriate buffers would be planned to serve as a transition area for the ongoing viability of the resource.</p>	
<p><u>Wetland Mitigation Standards</u>                      The Draft Subarea Plan addresses avoidance, minimization, and mitigation measures for wetland habitats subject to development impacts. Development projects that affect wetland vegetation communities will be required to comply with these terms, which meet federal and MHCP policies of no net loss of wetland functions and values. Compliance with the terms of the Draft Subarea Plan will constitute the full extent of mitigation measures for the take of covered species required or recommended by the USFWS and CDFG.                      The following standards and policies apply to all wetland vegetation communities within the City:                      • <b>No Net Loss Policy.</b> For all vegetation communities listed by the MHCP as wetland vegetation communities (see Table 5-2, Habitat Group A in the Draft Subarea Plan) the City shall require, in priority order, maximum avoidance of project impacts, minimization of impacts, and mitigation of impacts. Mitigation of unavoidable impacts shall be designed to achieve no net loss of both wetland vegetation acreage and biological value within the City. This is consistent with existing wetland policies of the CDFG.                      • <b>Findings for Unavoidable Impacts.</b> Any project that proposes to directly or indirectly impact wetlands or wetland vegetation communities within Oceanside shall fully disclose and analyze such impacts in a CEQA document or in findings prepared under a city implementing</p>	<p>All three of the proposed alternatives would result in wetland impacts. Mitigation for impacts to jurisdictional areas would require no net loss of habitat and would be determined through the wetland permitting process. Mitigation would occur through off-site acquisition of wetland mitigation credits or restoration in accordance with Corps and CDFG permit requirements.</p> <p>Mitigation for impacts resulting from implementation of Alternative A would include 3.48 acres of Corps jurisdictional areas and 7.58 acres of CDFG jurisdictional areas.</p> <p>Mitigation for impacts resulting from implementation of Alternative B would include 3.99 acres of Corps jurisdictional areas and 8.21 acres of CDFG jurisdictional areas.</p> <p>Mitigation for impacts resulting from implementation of Alternative C shall include 5.36 acres of Corps jurisdictional areas and 9.58 acres of CDFG jurisdictional areas.</p> <p>Refer to Section 4.4, Biological Resources, for a detailed discussion.</p>	YES

LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION		
APPLICABLE ELEMENTS, GOALS AND POLICIES	PROJECT COMPLIANCE	CONSISTENT (YES/NO)
<p>ordinance. The CEQA document or findings document must fully analyze and factually substantiate that impacts to wetlands were avoided and minimized to the maximum extent possible while maintaining some economic or productive use of the property. Feasible alternatives to avoid impacts shall be described and analyzed, and reasons that these alternatives were not pursued shall be fully described and factually substantiated.</p> <p>If impacts cannot be avoided, all feasible means of minimizing encroachment into wetlands shall be fully addressed. Road or utility projects that must cross a wetland and that are to be permitted under an MHCP subarea plan will be required to demonstrate that the crossing will occur at the least overall biologically sensitive location and that all feasible minimization measures have been employed. In making this determination, alignment planning must consider whether avoidance or wetland impacts would result in more significant upland impacts. The least overall biologically impactful alternative is that which has the least impact on sensitive biological resources and preserve configuration, considering both wetland and upland impacts together.</p> <p>• <b>Mitigation for Unavoidable Impacts.</b> To achieve the no net loss standard, mitigation for unavoidable impacts (e.g., wetland habitat creation) should preferably occur within the BSA. Alternatively, offsite mitigation may occur as long as such mitigation demonstrably contributes to the Oceanside preserve design and biological value (e.g., by adjacency to other preserve areas). Offsite mitigation should preferentially occur within the same watershed as the impact. In any case, wetland mitigation sites shall be designated as preserve lands and managed for biological values.</p>		
<p><u>Wildlife Road Crossing Standards</u>                      Populations of many covered species are adversely affected by roads, which represent movement barriers for many species and may directly impact populations via roadkill. A major goal of NCCP planning is to improve habitat connectivity and reduce threats to species persistence. Consequently, where appropriate, new roads or improvements to existing roads must include wildlife crossing improvements to accommodate safe movements between occupied habitats on either side. Any project</p>	<p>Increases in roadkill could occur as a result of the proposed roadway connection and the related addition of traffic to existing roads within the Project vicinity. Local wildlife corridors exist along Spring Creek and Guajome Creek, and the existing culverts under the North Santa Fe Avenue/Melrose Drive intersection are full of sediment, constraining wildlife movement. Installation of larger culverts at this intersection is a part of the Project. These proposed culverts would allow</p>	<p>YES</p>



LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION		
APPLICABLE ELEMENTS, GOALS AND POLICIES	PROJECT COMPLIANCE	CONSISTENT (YES/NO)
<p>involving new road construction, or upgrades, realignments, or improvements to existing roads, where such roads pass between existing or proposed preserve areas, must fully disclose and analyze in a CEQA document, or in findings prepared under a city implementing ordinance, the current effects of the road(s) on habitat fragmentation, roadkill, or movements by covered species in the vicinity of the project. Any roads that currently represent threats or impediments to covered species, or any newly proposed roads that would represent threats or impediments if constructed, shall be required to incorporate wildlife road-crossing improvements. Such improvements should be designed for species of concern in the area, and may include bridges, vegetated over-crossings, enlarged culverts, or other structures shown to be effective for wildlife road crossings, along with appropriate fencing to keep animals off of roads and funnel them to safe crossing points). Placement and design of such road crossings, fences, and associated improvements (e.g., vegetation restoration) should be based on site-specific wildlife movement surveys and biological criteria included as part of the CEQA process or other appropriate implementing ordinances.</p>	<p>continued and improved use of the creek as a local wildlife corridor. The proposed roadway would be elevated to a degree to allow for connectivity between Spur Avenue and North Santa Fe Avenue; however, the project would not impact the existing culvert associated with Spring Creek, nor would it improve this culvert. The Project design also proposes a bridged crossing of Guajome Lake Road and an associated unnamed drainage, which would allow for continued use of that drainage as a local wildlife corridor. As such, impacts from roadkill may be adverse, but less than significant, due to the improved wildlife crossing scenarios that would result.</p>	
<p><u>Offsite Mitigation Zone II</u>                      Offsite Mitigation Zone II consists of the portions of the City not included in the Wildlife Corridor Planning Zone, Pre-Approved Mitigation Areas, Agriculture Exclusion Zone, or Offsite Mitigation Zone I. Impacts to biological resources within this zone may be mitigated at any appropriate mitigation area within the City, including existing Mitigation or Conservation Banks, Pre-Approved Mitigation Areas, or the Wildlife Corridor Planning Zone. On site mitigation credit is generally not allowed within this zone, with the following exceptions:</p> <ul style="list-style-type: none"> <li>• <b>Pre-Approved Mitigation Areas.</b> Lands designated as Pre-Approved Mitigation Areas that lie within Offsite Mitigation Zone II may receive on site mitigation credit.</li> <li>• <b>Narrow Endemic Species.</b> On site mitigation credit may be allowed if the on site mitigation will conserve a significant population of a narrow endemic species.</li> </ul>	<p>Portions of Guajome County Park include PAMAs, thereby allowing mitigation to occur within the BSA, and allowing implementation of the Draft Final Subarea Plan on-site. Mitigation may also occur within other biologically appropriate areas, to be determined by the City.</p>	<p>YES</p>

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<p><b><u>Narrow Endemic Species Standards</u></b></p> <ul style="list-style-type: none"> <li>• For species identified as Narrow Endemic, the City will require (in priority order) maximum avoidance of project impacts, minimization of impacts, and species-specific mitigation measures for unavoidable impacts. Maximum avoidance and minimization shall be interpreted as avoidance of impacts to the degree practicable without precluding some economic or productive use of the property as supported by adequate facts. Species-specific mitigation measures for unavoidable impacts shall be designed to achieve no net loss of narrow endemic populations, occupied acreage, or population viability within Preserve Planning Areas. Mitigation options for achieving this goal (e.g., transplantation of plants) are discussed in Section 7.0 of the Draft Subarea Plan.</li> <li>• In no case shall the City permit more than 5 percent gross loss of narrow endemic populations or occupied acreage (whichever is most appropriate for the species) within Preserve Planning Areas, or more than 20 percent gross loss within the City as a whole.</li> <li>• Any take of narrow endemic populations or occupied acreage within Preserve Planning Areas (up to 5 percent of total within these designated areas) must be mitigated to achieve no net loss of such populations. Any take of narrow endemic populations or occupied acreage outside of Preserve Planning Areas (up to 20 percent of the total within the City) must be mitigated based on species-specific criteria discussed in Section 7.0 of the Draft Subarea Plan or designed in consultation with the resource agencies to minimize adverse effects to species viability and to contribute to species recovery.</li> <li>• Areas conserved for narrow endemics shall include biologically justified buffer zones around the population sites to allow for natural expansion and contraction of populations, persistence of pollinators, and other essential ecological functions (see MHCP Volume II). Any conserved lands that support narrow endemic species shall be</li> </ul>	<p>No narrow endemic species have been reported in the Project BSA.</p>	<p>YES</p>

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<p>added to the Oceanside preserve system and managed for the continued viability of the population.</p> <ul style="list-style-type: none"> <li>Regardless of location, narrow endemic populations listed as “critical” in the MHCP Volume II must be totally avoided, and any populations that are later discovered and determined to meet the criteria for a critical population must be maximally avoided. In no case shall the City permit more than 5 percent gross loss of known or newly found critical populations of narrow endemic species, regardless of location within the City. If impacts to narrow endemics cannot be totally avoided while retaining economic or productive use of the property, then acquisition of the property for conservation purposes shall be pursued as a high priority, but only from willing sellers. Any take of major or critical populations (up to 5 percent of total within the City) must be mitigated so as to achieve a no net loss of such populations within the City.</li> </ul>		
<b>SAN DIEGO COUNTY GENERAL PLAN</b>		
<b>REGIONAL LAND USE ELEMENT</b>		
<p>Policy 1 – Regional Categories, 1.3 Estate Development Area:</p> <ul style="list-style-type: none"> <li>-Where authorized, parcel sizes of two to twenty acres or larger will be permitted depending on the slope criteria in the underlying community or subregional plan land use designations.</li> <li>-Clustering will be permitted in any land use designation found compatible with the Estate Development Category; however clustering may be limited by conditions stated in the community or subregional plan map.</li> <li>-Planned development, lot area averaging, and specific plan projects which utilize the clustering technique shall conform to the following standards, as well as to other applicable County regulations. These standards shall apply to residential, commercial and industrial development.                         <ol style="list-style-type: none"> <li>At least 40% of the project is in a permanent open space easement.</li> <li>No more than one dwelling unit, along with permitted accessory structures and uses, shall be permitted on any lot in a cluster</li> </ol> </li> </ul>	<p>The Project would not increase the residential density. By mitigating any impacts to open space at a minimum 1:1 ratio, no reductions in the proportion of open space to residential use would occur.</p>	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
development. 3. The minimum parcel size of all parcels not served by sewers, or a package treatment plant, is at least one acre. However, in areas where the predominant slope exceeds 25% grade, no lot shall be smaller than four acres.		
Policy 2.1 – Urban Residential Designations: The Urban Residential Designations promote residential uses as the principal and dominant use. (1) Residential: This designation provides for low density residential and minor agricultural uses. Parcel sizes of one, two, or four acres are required depending on the slope gradient. (2) Clustering is permitted within this designation.	While siting of the Project would displace existing residential and agricultural uses, it would be compatible with the zoning designations and would not encourage future inconsistencies with the intended designations.	YES
<b>CIRCULATION ELEMENT</b>		
Policy 2.5: Separate bicycles and automobiles whenever it is economically and physically possible to do so with either a bike lane or bike path.	Class II Bike lanes, with striping to separate spaces, would be provided in both traffic directions.	YES
<b>RECREATION ELEMENT</b>		
Policy 1.2: Plans for local park and recreation facilities should be based on both present and future needs, and should be reviewed and revised as a part of a continuing planning process.	While Alternative A would impact 3.55 acres of parkland, Alternative B would impact 3.62 acres and Alternative C would impact 8.35 acres of parkland, parkland would be added to Guajome County Park by dedicating land at a minimum 1:1 ratio that is currently adjacent to but outside the limits of the park and would therefore continue to serve the recreational needs of the population. The addition of new pedestrian, bicycle and equestrian facilities and connections would contribute to the regional recreational planning goals.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
Policy 2.2: Provide interconnecting links among major population centers; County Regional parks; County, City, State, Federal, and Special District trails and local parks. The use of the power of eminent domain shall not be used to implement the Riding and Hiking Trails Plan.	The roadway facility would provide a regional link for motorized vehicles, as well as bicycle, pedestrian and equestrian users to connect developed areas with access points and trails within Guajome County Park and Rancho Guajome Adobe. The additional equestrian trail elements would provide off-road connections throughout the park, to currently developed areas and toward the San Luis Rey River corridor.	YES
<b>SEISMIC SAFETY ELEMENT</b>		
Policy 2: The County will utilize existing and evolving geologic, geophysical and engineering knowledge to distinguish and delineate those areas which are particularly susceptible to damage from seismic and other geologic phenomena.	A Geologic Reconnaissance Report and two update letter reports were completed for the Project, and found that “No soil or geologic conditions...exist at the site that would preclude construction of the proposed roadway.” Prior to final design and construction, a detailed geotechnical investigation would be conducted for the proposed Project to assess site-specific geologic conditions and associated design elements, as well as to identify construction and design requirements for related geologic hazards.	YES
Policy 4: The County shall take into consideration delineated areas of seismic and geologic hazard land classification when: government agencies make land trades or sales; planning roads and utility networks; planning future utility requirements; and reassessing property.	See response to Seismic Safety Element Policy 2, above.	YES
<b>PUBLIC SAFETY ELEMENT</b>		
Geologic Hazards Policy 2: The County will continue to pursue erosion and landslide control programs through such means as: strict enforcement of the grading ordinance, zoning program, and by requiring soils and geologic reports in hazardous areas.	The Project would require a grading permit from the county which would imply adherence to the grading ordinance. Compliance with engineering standards of the City would ensure erosion and landslide control.	YES
<b>NOISE ELEMENT</b>		
Policy 4b: Because exterior community noise equivalent levels (CNEL) above 55 to 60 decibels may have an adverse effect on public health and welfare, it is the policy of the County of San Diego that: 1. Whenever possible, development in San Diego County should be	The Project noise report, included as Appendix H, found that with the selective placement of 6-foot to 12-foot noise attenuation barriers, noise levels in the County would not exceed 60 dB CNEL.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<p>planned and constructed so that noise sensitive areas are not subject to noise in excess of CNEL equal to 55 decibels.</p> <p>2. Whenever it appears that new development will result in any (existing or future) noise sensitive area being subjected to noise levels of CNEL equal to 60 decibels or greater, an acoustical study should be required.</p> <p>3. If the acoustical study shows that noise levels at any noise sensitive area will exceed CNEL equal to 60 decibels, the development should not be approved unless the following findings are made:</p> <ul style="list-style-type: none"> <li>a. Modifications to the development have been or will be made which reduce the exterior noise level below CNEL equal to 60 decibels; or</li> <li>b. If with current noise abatement technology it is infeasible to reduce exterior CNEL to 60 decibels, then modifications to the development have been or will be made which reduce interior noise below CNEL equal to 45 decibels. Particular attention shall be given to noise sensitive interior spaces such as bedrooms. And,</li> <li>c. If finding “B” above is made, a further finding is made that there are specifically identified overriding social or economic considerations which warrant approval of the development without modification as described in “A” above.</li> </ul> <p>4. If the acoustical study shows that noise levels at any noise sensitive area will exceed CNEL equal to 75 decibels, the development should not be approved.</p>		
<b>CONSERVATION ELEMENT</b>		
<p>Vegetation and Wildlife Policy 1 (X-42): The County will act to conserve and enhance vegetation, wildlife and fisheries resources.</p>	<p>The BTR prepared by HELIX was included in Appendix D, and summarized in Section 4.4, Biological Resources. Eight sensitive wildlife habitats have been identified in the area of potential effect (APE) for each of the three alternatives and include southern riparian forest, southern willow scrub, freshwater marsh, cismontane alkali marsh, mulefat scrub, saltgrass grassland, Diegan coastal sage scrub (including disturbed), and non-native grassland (including disturbed). Six</p>	<p>YES</p>

LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION		
APPLICABLE ELEMENTS, GOALS AND POLICIES	PROJECT COMPLIANCE	CONSISTENT (YES/NO)
	<p>non-sensitive plant communities occur on-site. Two sensitive plant species (southwestern spiny rush [<i>Juncus acutus</i> ssp. <i>Leopoldii</i>] and small-flowered morning-glory [<i>Convolvulus simulans</i>]) were observed within the Biological Study Area. Six animal species considered sensitive by the resource agencies, City, and/or County were observed or detected within the Biological Study Area during surveys and include the federal- and state-listed endangered least Bell’s vireo (<i>Vireo bellii pusillus</i>), the federal-listed threatened coastal California gnatcatcher (<i>Polioptila californica californica</i>), as well as yellow-breasted chat (<i>Icteria virens</i>), yellow warbler (<i>Dendroica petechia brewsteri</i>), red-shouldered hawk (<i>Buteo lineatus</i>), and turkey vulture (<i>Cathartes aura</i>). In addition, an active red-tailed hawk (<i>Buteo jamaicensis</i>) nest was observed within the BSA.</p> <p>Mitigation of impacts to sensitive vegetation communities, Corps and CDFG jurisdictional areas, and sensitive animal species would occur through acquisition of mitigation credits, or creation and/or restoration of appropriate habitat in consultation with the City, County, and resource agencies. The proposed mitigation measures would be consistent with the Biological Mitigation Ordinance and would reduce Project-related impacts and act to conserve and enhance biological resources.</p>	
Vegetation and Wildlife Policy 2 (X-43): The County shall coordinate with appropriate Federal, State and local agencies to conserve areas of rare, endangered, or threatened species.	The Project would require permits from the CDFG and from the Corps before any work begins. Coordination with the resource agencies has already begun.	YES
Vegetation and Wildlife Policy 4 (X-44): Wildlife conservation shall be given a high priority in County park acquisition and development programs.	See Vegetation and Wildlife Policy 4 (X-42), above.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
Vegetation and Wildlife Policy 6 (X-44): If a project is determined to have significant adverse impacts on plants or wildlife, an acceptable mitigating measure may be voluntary donation of land or monies for acquisition of land of comparable value to wildlife.	See Vegetation and Wildlife Policy 4 (X-42), above.	YES
Vegetation and Wildlife Policy 9 (X-44): When significant adverse habitat modification is unavoidable, San Diego County will encourage project designers to provide mitigating measures in their design to protect existing habitat.	See Vegetation and Wildlife Policy 4 (X-42), above.	YES
Vegetation and Wildlife Policy 13 (X-49): Flood control measures shall, whenever practical, utilize natural floodways and floodplains, maintaining riparian habitats and historic stream flow volumes.	To the extent feasible, drainage would be diverted through natural BMPs into existing channels and streams. The underfunctioning culvert under the intersection of Melrose Drive and North Santa Fe Avenue would be replaced with box culverts which would return drainage in Guajome Creek to its historic flow patterns	YES
Vegetation and Wildlife Policy 16 (X-50): The County will regulate major land-clearing projects to minimize significant soil erosion, destruction of archaeological, historic, and scientific resources and endangered species of plants and animals.	The City is coordinating with the County to ensure that mechanical BMPs and natural bioswales, installation of native landscaping, completion of technical studies and mitigation to include provision of open space at a minimum 1:1 ratio would minimize significant soil erosion, destruction of archaeological, historic, and scientific resources and endangered species of plants and animals.	YES
Vegetation and Wildlife Policy 17 (X-50): No use subject to the San Diego environmental impact review process shall be permitted which in the determination of the Board of Supervisors (or other body which has been delegated decision-making authority by the Board would have significant adverse impacts on: 1) any species of plant or animal identified as rare, endangered, or threatened by the State of California or the United States Department of the Interior, or 2) any valuable and unique natural resource or habitat, unless there are significant overriding social and economic concerns.	See Vegetation and Wildlife Policy 4 (X-44), above.	YES



<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
Soil Policy 9 (X-74): To prevent erosion and slippage in man-made slopes approved low maintenance trees, bushes and grasses which establish themselves quickly should be planted.	Grading activities will be followed by an application of hydroseed on all disturbed surfaces as well as installation of container stock and a native mix on manufactured slopes and disturbed areas adjacent to or visible from County parks.	YES
Water Policy 10: Storm drain run-off should be planned and managed to minimize water degradation, to reduce the waste of fresh water, to enhance wildlife, and to reduce the impact of erosion.	Sections 4.5, Geology and Soils, and 4.6, Hydrology and Water Quality, include recommended grading specifications and Project-specific BMPs for erosion control pursuant to the NPDES requirements and the City's Grading Ordinance. The Project would follow these specifications.	YES
<b>PUBLIC FACILITIES ELEMENT</b>		
Facility Planning Policy 4.1: The County will coordinate facility planning with cities and special districts in the region.	The City is coordinating with the County and the City of Vista to provide the north-south connector between North Santa Fe Avenue and Highway 76 that would facilitate local traffic in and around the Project area and regional traffic between the cities of Vista and Carlsbad.	YES
Parks and Recreation Policy 3.2: The County will promote the joint planning, development, operation and maintenance of local and regional parks and complementary facilities.	The County is involved in the joint planning, development and future operation of the proposed configuration and additional amenities of the County parks. Specifically, the County is involved in the planning process associated with the proposed addition of a Project-related multi-purpose trail that would supplement and enhance the existing trail system in Guajome County Park/Rancho Guajome Adobe.	YES
Transportation Policy 2.2: The County will actively work to reduce existing transportation facilities deficiencies.	The City is working with the County to provide the transportation connection between SR-76 and North Santa Fe Avenue.	YES
County Trails Goal CG 2, Integrated Trail Planning: Initiate and sustain an efficient trail system, using the Regional Trail Map contained within the General Plan and a Community Trails Master Plan as the basis for future planning, coordination, implementation, and management of the trail system.	Regional trails would not be affected by the proposed Project. Goals and policies included in the County Trails section of the Public Facility Element that are applicable to the proposed Project are discussed under the County Community Trails Master Plan. Consistency evaluation is based upon the Master Plan, as directed by this goal.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<b>DRAFT SAN DIEGO COUNTY GENERAL PLAN UPDATE</b>		
<b>LAND USE ELEMENT</b>		
LU-2.5 Development near Neighboring Jurisdictions. Require that development in the proximity of neighboring jurisdictions retain the character of the unincorporated community and use buffers or other techniques where the neighboring jurisdiction is incompatible.	County septic setback requirements would result in Project acquisition of the residential parcels nearest the Project. This buffer area would minimize any potential incompatibilities between residential uses and the Project improvements.	YES
LU-2.7 Mitigation of Development Impacts. Require measures that minimize adverse impacts to surrounding areas from uses or operations that cause excessive noise, dust, odor, aesthetic impairment and/or are detrimental to human health and safety.	As discussed in Sections 4.7, Noise; 4.8, Air Quality; 4.9, Hazardous Materials; and 4.10, Visual Resources, measures including noise attenuation walls, limited work area and dust attenuation, site-specific hazardous materials evaluations and contour grading with native vegetation would minimize to the extent feasible adverse impacts from excessive noise, dust, odor, aesthetic impairment or are detrimental to human health and safety.	YES
LU-4.2 Review of Projects In Adjoining Jurisdictions. Review, comment, and coordinate when appropriate on plans, projects, and proposals of overlapping or neighboring agencies to support compatibility with the Community Development Model and the General Plan.	The County is included as a responsible agency in this Draft EIR.	YES
LU-5.3 Rural Land Preservation. Preserve existing undeveloped and rural areas (e.g., forested areas, agricultural lands, wildlife habitat and corridors, wetlands, watersheds, and groundwater recharge areas) that provide carbon sequestration benefits.	All three alignments would run through an existing agricultural site and would result in an impact to its operation.	NO
LU-6.5 Sustainable Stormwater Management. Require development to minimize the use of impervious surface and use other Low Impact Development techniques as well as a combination of site design, source control, and stormwater best management practices.	Along with mechanical BMPs, LID measures including natural bioswales would be incorporated into the site design to filter runoff.	YES
LU-6.6 Integration of Natural Features in Project Design. Require incorporation of natural features (including mature oaks, indigenous trees, and rock formations) into proposed development and avoidance of sensitive environmental resources.	While natural and manufactured topographic variety exists in the Project area, no significant or unique topographic features would be disturbed by the Project.	YES
LU-6.7 Open Space Network: Encourage contiguous open space areas that protect wildlife habitat and corridors; preserve scenic vistas and areas; and connect existing or planned recreational opportunities.	Of the five proposed box culverts under the intersection of North Santa Fe Avenue and Melrose Drive, two would be soft-bottom, 10-foot by 4-foot corridors, adding a safe linkage	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
	between Guajome County Park and Rancho Guajome Adobe.	
LU-6.8 Development Conformance with Topography. Require development to conform to the natural topography to limit grading; incorporate and not significantly alter the dominant physical characteristics of a site; and to utilize natural drainage and topography in conveying stormwater to the maximum extent practicable.	To the extent feasible given the fixed locations of the existing Melrose Drive termini to be connected and the elevation differential between the existing termini and the Project corridor, the site design avoids excessive cut and fill. Alignments A, B, and C require varying degrees of fill at both ends of the roadway extension to meet the higher grade of the central Project corridor, and all three require cut through the central portion to reduce the necessary incline to cross the area. A system of mechanical and natural BMPs would convey runoff through storm drains, natural filtration and into existing streams and brow ditches.	YES
LU-10.1 Residential Connectivity. Require residential development in Semi-Rural and Rural areas to be integrated with existing neighborhoods by providing connected and continuous street, pathway/trail, and recreational open space networks.	Proposed auto, bicycle, pedestrian and equestrian facilities would maintain existing access from residential areas to Guajome County Park, would provide a new trail linking Spur Avenue with North Santa Fe Avenue, and would provide a new connection to Rancho Guajome Adobe.	YES
LU-12.3 Infrastructure and Services Compatibility. Provide public facilities and services that are sensitive to the environment with characteristics of the unincorporated communities.	The proposed Project design includes a number of features intended to address environmental and community character concerns. Specifically, impacts to sensitive habitats would occur but would be fully mitigated at a minimum ratio of 1:1, as discussed in Section 4.4, Biological Resources. Enhanced wildlife corridors and natural BMPs in the Project design would also be provided to minimize long-term impacts. Slopes formed by cuts in existing topography would screen the roadway in some places from viewers to the east and west, rendering it visible in segments rather than a continuous road and minimizing visual impacts to the extent feasible given the addition of noise attenuation walls to the landscape. Grading would be minimized to the extent feasible, and extensive landscaping using native species and irrigation controls would	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
	be installed. Impacts to Guajome County Park/Rancho Guajome Adobe would be mitigated by a 1:1 replacement of parkland with appropriate restoration and enhancement.	
LU-12.4 Planning for Compatibility. Plan and site infrastructure for public utilities and public facilities in a manner compatible with community character and minimize visual and environmental impacts.	See LU-12.3, above.	YES
<b>MOBILITY ELEMENT</b>		
Mobility Policy M-1.2: Interconnected Road Network. Provide an interconnected public road network with multiple connections that improve efficiency by incorporating shorter routes between trip origin and destination, disperse traffic, reduce traffic congestion in specific areas, and provide both primary and secondary access/egress routes that support emergency services during fire and other emergencies.	As a planned component of the City’s Master Transportation Plan, the proposed segment of Melrose Drive is intended as an inter- and intra-regional connection to reduce drive times, disperse and reduce traffic near the North Santa Fe Avenue/SR-76 intersection and provide additional access for emergency vehicles.	YES
Mobility Policy M-2.3: Environmentally Sensitive Road Design. Locate and design public and private roads to minimize impacts to significant environmental and visual resources, while balancing construction costs. Avoid road alignments through floodplains to minimize impacts on floodplain habitats and limit costs for constructing flood control measures.	Impacts to sensitive habitat would occur but would be fully mitigated at a minimum 1:1 ratio, as discussed in Section 4.4, Biological Resources. Enhanced wildlife corridors and natural BMPs in the Project design would minimize long-term impacts to biological resources. Slopes formed by cuts in existing topography would screen the roadway in some places from viewers to the east and west, rendering it visible in segments rather than a continuous road. While the Project does not extend into any mapped floodplains, part of the proposed roadway segment would be located in an area subject to flooding due to existing drainage facility obstruction., The roadway would be elevated in this location, and related drainage design features, such as the five box culverts passing under this section, would be included to facilitate the management of flood waters.	YES
Mobility Policy M-2.4: Roadway Noise Buffers. Incorporate buffers or other noise reduction measures consistent with standards established in the Noise Element into the siting and design of roads located next to sensitive noise-receptors to minimize adverse impacts.	Noise walls ranging from 6 to 12 feet in height would be placed along the proposed roadway segments where noise would otherwise reach unacceptable levels.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
Mobility Policy M-2.5: Minimize Excess Water Runoff. Require road improvements to be designed and constructed to accommodate stormwater in a manner that minimizes demands upon engineered stormwater systems and to maximize the use of natural detention and infiltration techniques to mitigate environmental impacts.	Sections 4.5, Geology and Soils, and 4.6, Hydrology and Water Quality, include recommended grading specifications and Project-specific BMPs for erosion control pursuant to the NPDES requirements and the City’s Grading Ordinance.	YES
Mobility Policy M-4.3: Rural Roads Compatible with Rural Character. Design and construct public roads to meet travel demands in Semi-Rural and Rural Lands that are consistent with rural character while safely accommodating transit stops when deemed necessary, along with bicyclists, pedestrians, and equestrians.	The Project has been planned as a Prime Arterial in the City’s Master Transportation Plan to meet the travel demands in the area. The Project would accommodate bicyclists, pedestrians, and equestrians by providing bike lanes, sidewalks and equestrian facilities with minimum respective widths of 5 feet, 5.5 feet, and 10 feet.	YES
Mobility Policy M-4.4 Accommodate Emergency Vehicles. Design and construct public and private roads to allow for necessary access for fire apparatus and emergency vehicles accommodating outgoing vehicles from evacuating residents.	The Project would provide an important regional transportation link that would facilitate emergency response and evacuation by allowing easier access between major existing corridors.	YES
Mobility Policy M-4.5: Context Sensitive Road Design. Design and construct roads that are compatible with local terrain and the surrounding development context.	To the extent feasible given the fixed locations of the existing Melrose Drive termini to be connected and the elevation differential between the existing termini and the Project corridor, the site design avoids unnecessary cut and fill. Alignments A, B, and C require varying degrees of fill at both ends of the roadway extension to meet the higher grade of the central Project corridor, and all three require cut through the central portion to reduce the necessary incline to cross the area. An existing manufactured slope that would be added to Guajome County Park would be recontoured to blend with the natural terrain.	YES
Mobility Policy M-4.6: Interjurisdictional Coordination: Coordinate with adjacent jurisdictions so that roads within Spheres of Influence or that cross jurisdictional boundaries are designed to provide a consistent cross-section and capacity.	While the proposed roadway would extend outside of the City, the two existing termini of Melrose Drive are within the City limits and therefore would be of the same design, resulting in consistent cross section and capacity across jurisdictions. While road widening work on North Santa Fe Avenue would not extend into the Vista city limits, Vista’s General Plan calls for similar widening of North Santa Fe Avenue from the city	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
	limits eastward which would also result in consistent cross-section and capacity across jurisdictional lines.	
Mobility Policy M-5.1: Regional Coordination. Coordinate with regional planning agencies, transit agencies, and adjacent jurisdictions to provide a transportation system with the following: 1) Sufficient capacity consistent with the County General Plan Land Use Map; 2) Travel choices, including multiple routes and modes of travel to provide the opportunity for reducing vehicle miles traveled; 3) Facilities sited and designed to be compatible with the differing scales, intensities, and characteristics of the unincorporated communities while still accommodating regional, community, and neighborhood travel demands; 4) Maximized efficiency to enhance connectivity between different modes of travel.	The proposed Melrose Drive extension has been planned as a Prime Arterial in the City’s Master Transportation Plan to meet the travel demands in the area of both local and regional traffic. It would incorporate a variety of travel modes included motorized vehicle, pedestrian, bicycle and equestrian by providing new facilities and connections to other existing facilities for all travel modes.	YES
Mobility Policy M-11.1: Bicycle Facility Design. Support regional and community-scaled planning of pedestrian and bicycle networks.	Sidewalks with minimum 5.5-foot widths and bicycle lanes with minimum 5-foot widths would be included along both sides of all Project roadways and would contribute regional links in both systems by connecting Spur Avenue with North Santa Fe Avenue.	YES
Mobility Policy M-11.2: Bicycle and Pedestrian Facilities in Development. Require development and Town Center plans in Villages and Rural Villages to incorporate alternative modes of transportation, such as comprehensive bicycle and pedestrian networks, including both on-street facilities as well as off-street trails, to safely serve the full range of intended users.	See Mobility Policy M-11.1	YES
Mobility Policy M-11.8: Coordination with the County Trails Program. Coordinate the bicycle and pedestrian network and facilities with the Community Trails Master Plan proposed trails and pathways.	The proposed Project does not directly affect any of the County’s proposed trails and pathways. However, a proposed community pathway would cross through the unincorporated County and could potentially meet the proposed equestrian trail that would be extended along North Santa Fe Avenue. A community trail is also proposed along the San Luis Rey River which could connect with the equestrian, pedestrian, and bicycle facilities associated with the proposed Project	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
Mobility Policy M-12: Trail Variety. Provide and expand the variety of trail experiences that provide opportunities to all residents of the unincorporated County, including urban/suburban, rural, wilderness, multi-use, staging areas, and support facilities.	The Project would maintain existing equestrian trails in Guajome County Park and would add a new multi-purpose trail along the eastern side of the road. New connections to existing trails would be made to allow new access to and from trails in Rancho Guajome Adobe. These facilities would expand the opportunities of the regional population, including those of the unincorporated County to access recreational experiences in Guajome County Park.	YES
Mobility Policy M-13: Trail Planning. Encourage trail planning, acquisition, development, and management with appropriate jurisdictions.	Provision of new trails would be facilitated by the City in coordination with the County.	YES
Mobility Policy M-12.9: Environmental and Agricultural Resources. Site and design specific trail segments to minimize impacts to sensitive environmental resources and agricultural lands.	As discussed in Sections 4.4 and 4.11, Biological Resources and Agricultural Resources, respectively, the Project would require some disturbance to both sensitive biological resources and agricultural lands. The proposed trail segments, however, have been incorporated into Project design per applicable land use plans, such that the concurrent development of trails and roadway improvements would reduce the potential impacts associated with developing trails separately.	YES
<b>CONSERVATION AND OPEN SPACE</b>		
Policy COS-1.4: Collaboration with Other Jurisdictions. Collaborate with other jurisdictions and trustee agencies to achieve common resource preservation and management goals.	The Project area is part of local conservation plans such as the Oceanside Draft Subarea plan and regional plans such as the North County MSCP and the MHCP Subarea Plan. The Project would comply with both local and regional conservation plans.	YES
Policy COS-2.1: Restoration and Enhancement. Encourage the restoration and enhancement of wildlife habitat and limit the degradation of natural habitats in development within Semi-Rural and Rural Lands regional categories.	Any short-term degradation of or permanent impacts to natural habitats due to Project implementation would be mitigated at a minimum 1:1 ratio to maintain existing levels of species and habitat diversity and ecological functions and values.	YES
Policy COS-2.2: Development Siting and Design. Require development to be sited in the least biologically sensitive areas of the site to minimize the loss of natural habitat, including woodlands, forests, and tree resources.	All three alternatives would result in direct impacts to biologically sensitive area. Alternative A would result in direct impacts to a total of 7.0 acres; Alternative B would result in direct impacts to a total of 6.1 acres; and Alternative	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
	C would result in a total of 9.9 acres of sensitive vegetation communities. Due to the constraints of the existing termini of Melrose Drive, no other possible locations would serve the purpose and need of the proposed Project. Biologically sensitive areas would be considered in final selection of an alternative. All impacts would be mitigated by preservation, enhancement or creation at a minimum 1:1 ratio.	
Policy COS-3.1: Wetland Protection. Require development to protect existing wetland areas and associated transitional riparian and upland buffers to retain opportunities for enhancement and preservation. Minimize any disturbances to wetland areas when total avoidance is not feasible.	All three alternatives would result in impacts to wetland areas and associated wetland buffers. See discussion of COS-2.2, above, for location constraints, final selection of an alternative, and mitigation.	YES
Policy COS-3.2: Minimize Impacts of Development. Require development projects to: 1) Mitigate and unavoidable losses of wetlands, including its habitat functions and values; and 2) Protect wetland, including vernal pools, from a variety of discharges and activities, such as dredging or adding fill material, exposure to pollutants such as nutrients, hydromodification, land and vegetation clearing, and the introduction of invasive species.	As previously discussed, unavoidable losses to wetlands and wetland buffers would be minimized and mitigated through creation or enhancement. Indirect impacts such as those from grading activities or surface runoff would be reduced through temporary and permanent BMPs including natural bioswales.	YES
Policy COS-4.2: Drought-Efficient Landscaping. Require the use of native plant species and non-native invasive drought tolerant/low water use plants in landscaping and efficient irrigation systems.	All slopes and disturbed areas adjacent to or visible from the parkland would be revegetated with native landscaping. Where permanently-irrigated landscaping is required, such as in the roadway median or adjacent to residences, low-water landscaping with efficient irrigation systems would be installed.	YES
Policy COS-4.3: Stormwater Filtration. Maximize stormwater filtration and/or infiltration in areas that are not subject to high groundwater by maximizing the natural drainage patterns and the retention of natural vegetation and other pervious surfaces. The exception is for areas with high groundwater, where raising the water table could cause septic system failures and/or moisture damage to building slabs.	To the extent feasible, drainage would be diverted through natural BMPs into existing channels and streams. The replacement of the culverts under the intersection of Melrose Drive and North Santa Fe Avenue that are currently filled with silt would restore flow of Guajome Creek closer to its historic levels. Site design includes mechanical BMPs to manage runoff from paved surfaces and natural BMPs to receive waters before allowing them to enter the natural drainage channels of	YES



<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
	Spring Creek, Guajome Creek and the unnamed drainage along Guajome Lake Road.	
Policy COS-5.1: Impact to Floodways and Floodplains. Restrict development in floodways and floodplains in accordance with policies in the Flood Hazards section of the Safety Element.	Consistent with the Flood Hazards section of the Safety Element, the proposed Project would design drainage around existing drainage systems. While the Project does not extend into any mapped floodplains, existing flood hazards due to under-functioning culverts under the intersection of North Santa Fe Avenue and Melrose Drive would be improved with the addition of five box culverts to manage flood conditions of Guajome Creek.	YES
Policy COS-5.2: Impervious Surfaces. Encourage development to minimize the use of directly connected impervious surfaces and to retain stormwater run-off caused from the development footprint at or near the site of generation.	To the extent feasible, drainage would be diverted through natural bioretention areas to infiltrate the local soil before entering into existing channels and streams.	YES
Policy COS-5.3: Development Siting and Design. Require development to be appropriately sited and to incorporate measures to protect downslope areas from erosion and disperse runoff to adequately allow for filtration and/or infiltration.	Several drainage areas would be distributed along the length of the proposed segment and would include both mechanical and natural BMPs to disperse and filter runoff prior to its entering existing drainage.	YES
Policy COS-6.2: Protection of Agricultural Operations. Protect existing agricultural operations from encroachment of incompatible land uses.	Existing agricultural resources would be encroached upon for all three alignments.	NO
Policy COS-7.1: Archaeological Protection. Preserve important archaeological resources from loss or destruction and require development to include appropriate mitigation to protect the quality and integrity of these resources.	As discussed in Section 4.12, Cultural Resources, it is not expected that important archaeological resources would be encountered. Section 4.12 outlines measures to mitigate potential impacts due to unexpected discoveries.	YES
Policy COS-7.2: Open Space Easements. Require development to avoid archaeological resources whenever possible. If complete avoidance is not possible, require development to fully mitigate impacts to archaeological resources.	See Policy COS-7.1, above.	YES
Policy COS-7.3: Archaeological Collections. Require the appropriate treatment and preservation of archaeological collections in a culturally appropriate manner.	See Policy COS-7.1, above. The referenced mitigation program would consist of qualified archaeologists monitoring, recording, collecting and curating any collections.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
Policy COS-7.4: Consultation with Affected Communities. Consultation with affected communities, including local tribes, is essential in determining the appropriate treatment of cultural resources.	If cultural resources are discovered, all affected communities would be consulted to determine the appropriate treatment of the resource.	YES
Policy COS-9.1: Preservation of Paleontological Resources. Require the salvage and preservation of unique paleontological resources exposed to the elements during excavation or grading activities or other development processes.	As described in Section 4.13, Paleontological Resources, implementation of mitigation measures including monitoring, salvage, and preparation of a survey report would comply with City guidelines and would reduce the potential impacts to paleontological resources below a level of significance.	YES
Policy COS-9.2: Impacts of Development. Require development to minimize impacts to unique geological features from human related destruction, damage or loss.	The Project area is hilly but is not characterized by unique geological features.	YES
Policy COS-11.1: Protection of Scenic Resources. Encourage the protection of scenic highways, corridors, regionally significant scenic vistas, and natural features, including prominent ridgelines, dominant landforms, reservoirs, and scenic landscapes.	The siting of the road through corridors cut into the existing terrain would result in visually diffused, segmented views from the park and not of a continuous roadway. The Project would also include the recontouring of an existing manufactured slope and the landscaping of all graded surfaces with native planting palette to blend into the surrounding areas. Existing streams would not be diverted, but would be bridged in the case of Spring Creek and accommodated by culverts in the case of Guajome Creek and would maintain the scenic character of the waterways in the Park. Despite these efforts, a number of 6- to 12-foot high noise walls would be required to address potential Project-related noise impacts to local receptors. These structures would be designed and landscaped to reduce associated visual effects to the maximum extent practicable, although these impacts would remain significant.	NO

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
Policy COS-11.3: Development Siting and Design. 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: 1) Creative site planning; 2) Integration of natural features into the project; 3) Appropriate scale, materials, and design to complement the surrounding natural landscape; 4) Minimal disturbance of topography; 5) Clustering of development so as to preserve open space vistas and natural features; 6) Creation of contiguous open space networks.	See Policy COS-11.1, above.	NO
Policy COS-12.2: Development Location on Hillsides. Require development to preserve and enhance the physical features by being located down and away from ridgelines so that structures are not silhouetted against the sky.	The Project generally would not have a dominant silhouette. In some areas along its length, it would be cut into the existing topography such that the lines of the existing topography would be visible above it.	YES
Policy COS-12.1: Minimize Light and Glare. Minimize outdoor light and glare from development projects in Semi-Rural and Rural Lands and designated rural communities to retain the quality of night skies by minimizing light pollution.	Street lighting would be kept to the minimum illumination necessary for public safety, to include light poles in 400-foot intervals and would be adequately shielded to minimize light pollution.	YES
Policy COS-17.2: Construction and Demolition Waste. Require recycling, reduction and reuse of construction and demolition debris where appropriate.	Recycling, reduction and reuse of construction and demolition debris would be considered where appropriate.	YES
Policy COS-21.1: Diversity of Users and Services. Provide parks and recreation facilities that create opportunities for a broad range of recreational experiences to serve user interests.	The Project would maintain existing equestrian trails in Guajome County Park and would add a new multi-purpose trail along the eastern side of the road. New connections to existing trails would be made to allow new access to and from trails in Rancho Guajome Adobe. Additionally, pedestrian and bicycle facilities would follow Project roadways to accommodate multiple user interests.	YES
Policy COS 21-5: Connection to Trails and Networks. Connect public parks to trails and pathways and other pedestrian or bicycle networks where feasible to provide linkages and connectivity between recreational uses.	The proposed Project would provide a link in the planned pedestrian and bicycle network systems by connecting Spur Avenue and North Santa Fe Avenue, thereby allowing increased access between the two areas.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
Policy COS-23.1: Public Access. Provide public access to natural open space through effective planning that conserves the County’s native wildlife and enhances and restores a continuous network of connected natural habitat.	Access to Guajome County Park is provided with existing trails that do not disrupt connectivity of the open space. Additional access would be provided through new trails connecting Spur Avenue and North Santa Fe Avenue and new connections to Rancho Guajome Adobe.	YES
<b>SAFETY ELEMENT</b>		
Policy S-7.2: Engineering Measures to Reduce Risk. Require all development to include engineering measures to reduce risk in accordance with the California Building Code, Uniform Building Code, and other seismic and geologic hazard safety standards, including design and construction standards that regulate land use in areas known to have or potentially have significant seismic and/or geologic hazards.	See discussion of geotechnical investigation in answer to Policy S-7.1, above and in Section 4.5, Geology and Soils, for seismic and geologic hazards. The Project would be engineered in compliance with International Building Code, Greenbook Standards and the California Building Code guidelines.	YES
Policy S-7.3: Land Use Location. Prohibit high occupancy uses, essential public facilities, and uses that permit significant amounts of hazardous materials within Alquist-Priolo and County special studies zones.	The Project is not located on or adjacent to known active or potentially active faults, nor within any designated fault zones or special study zones.	YES
Policy S-8.2: Risk of Slope Instability. Prohibit development from causing or contributing to slope instability.	Based on the Project Geologic Reconnaissance Report, the Project would not be located in an area prone to slope instability.	YES
Policy S-9.2: Development in Floodplains. Limit development in designated floodplains to decrease the potential for property damage and loss of life from flooding and to avoid the need for engineered channels, channel improvements, and other flood control facilities. Require development to conform to federal flood proofing standards and siting criteria to prevent flow obstruction.	The Project would design drainage around existing drainage systems. While the Project does not extend into any mapped floodplains, existing flood hazards due to under-functioning culverts under the intersection of North Santa Fe Avenue and Melrose Drive would be improved with the addition of five box culverts to manage flood conditions of Guajome Creek. Site design includes mechanical BMPs to manage runoff from paved surfaces and natural BMPs to receive waters before allowing them to enter the natural drainage channels of Spring Creek, Guajome Creek and the unnamed drainage along Guajome Lake Road.	YES
Policy S-9.3: Development in Flood Hazard Areas. Require development within mapped flood hazard areas be sited and designed to minimize on- and off-site hazards to health, safety, and property due to flooding.	The Project would be designed considering the existing flood conditions of Guajome Creek, as noted above under Policy S-9.2. The portion of the roadway extension that crosses the creek would be raised and the design incorporates five box	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
	culverts that would reduce flooding from Guajome Creek during flood conditions.	
Policy S-10.1: Land uses within Floodways. Limit new or expanded uses in floodways to those that do not result in any increase in flood levels during the occurrence of the base flood discharge, do not include habitable structures, and do not substantially harm the environmental values of the floodway area. This policy does not apply to minor renovation projects, improvements required to remedy an existing flooding problem, legal sand or gravel mining activities, or public infrastructure.	The proposed Project is not located within any mapped floodplains/floodways, and would include no habitable structures. Existing flood conditions are related to limited drainage under the existing culvert with excess silt build-up under the intersection of Melrose Drive and North Santa Fe Avenue. The proposed site design would allow natural drainage to pass through new culverts and so would not increase flood levels in the area.	YES
Policy S-10.2: Use of Natural Channels. Require the use of natural channels for County flood control facilities except where deemed infeasible. The alternative must achieve the same level of environmental protection	The Project design would use natural or existing drainage channels including Spring Creek, Guajome Creek, and the unnamed drainage that runs along Guajome Lake Road.	YES
Policy S-10.4: Stormwater Management. Require development to incorporate low impact design, hydromodification management, and other measures to minimize stormwater impacts on drainage and flood control facilities.	Natural BMPs, use of existing streams and drainages, use of benching in cut slopes and landscaped areas would minimize stormwater impacts on drainage and flood control facilities.	YES
Policy S-10.5: Development Site Improvements. Require development to provide necessary on- and off-site improvements to stormwater runoff and drainage facilities.	Stormwater runoff and drainage facilities would include both mechanical BMPs and natural bioswales to manage runoff from both the Project site and adjoining areas.	YES
Policy S-10.6: Stormwater Hydrology. Require development to avoid diverting drainage, increasing velocities, and altering flow rates to off-site areas to maintain the existing area's hydrology.	Flow could be altered from its current rate; however, the current rate is impacted by sediments in the culvert impeding the flow of Guajome Creek under Melrose Drive and North Santa Fe Avenue. Replacing the culvert with new box culverts would accommodate the natural flow rate and restore the historic hydrology. Drainage patterns would not be diverted from their current condition.	YES
<b>NOISE ELEMENT</b>		
Policy N-1.3: Sound Walls. Discourage the use of noise walls. In areas where the use of noise walls cannot be avoided, promote a combination of walls and earthen berms and use vegetation or other visual screening methods to soften the visual appearance of the wall.	While noise walls would be required along selected portions of the proposed Project, they would not be constructed in continuous lines. Instead, they would be stepped into cut and fill slopes, alternating with the existing topography while	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
	maintaining constant noise attenuation. Landscaping would also be installed along most noise wall segments to reduce visual concerns. The potential use of earthen berms was assessed in a number of proposed noise wall locations to reduce associated visual concerns. Due to existing slopes and space limitations, however, the use of berms for noise attenuation was determined to be infeasible.	
Policy N-1.5: Regional Noise Impacts. Work with local and regional transit agencies and/or other jurisdictions, as appropriate, to provide services or facilities to minimize regional traffic noise and other sources of noise in the County.	Noise attenuation measures for the proposed Project would be implemented in consideration of both City and County noise level thresholds to minimize regional traffic noise from the proposed Project.	YES
Policy N-2.1: Development Impacts to Noise Sensitive Land Uses. Require an acoustical study where development may directly result in any existing or future noise sensitive land uses being subject to noise levels equal to or greater than 60 CNEL.	A noise study was included for the proposed Project and is included in Appendix H. Where the proposed Project would result in noise levels equal to or greater than 60 CNEL, the study recommends noise attenuation measures including noise walls ranging from 6 to 12 feet in height that are further described in Section 4.7, Noise.	YES
Policy N-4.2: Traffic Calming. Support traffic calming design, traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise for development that may impact noise sensitive land uses.	Such measures as traffic lights and roadway medians would provide some traffic calming in the area of noise sensitive land uses.	YES
Policy N-6.4: Hours of Construction. Limit the hours of operation as appropriate for nonemergency construction and maintenance, trash collection, and parking lot sweeper activity near noise sensitive land uses.	Construction and maintenance would generally be limited to the interval between 7:00 am and 7:00 pm Monday through Saturday.	YES
<b>SAN DIEGO COUNTY ZONING AND LAND USE ORDINANCE</b>		
<b>ZONING ORDINANCE</b>		
A70 Limited Agricultural Use Regulations. The A70 Use Regulations are intended to create and preserve areas intended primarily for agricultural crop production. Additionally, a limited number of small farm animals may be kept and agricultural products raised on the premises may be processed. Typically, the A70 Use Regulations would be applied to areas throughout the County to protect moderate to high quality agricultural land. Family Residential	An essential public facility or project is defined in the Zoning Ordinance as “any structure or improvement necessary for the provision of public services, which must be located in the particular location to service its purpose and for which no less environmentally damaging location, alignment, or non-structural alternative exists. As the purpose and need of the proposed Project is directly related to its location, and as three	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
and Civic Use Types including essential services and fire protection services are permitted in this zone, as well as limited additional residential, agricultural, civic and commercial types.	alternatives are being reviewed for environmental effects, it would be considered an essential civic use. It would, therefore, be a permitted use type and would not require a use permit from the County.	
<b>BIOLOGICAL MITIGATION ORDINANCE</b>		
<p>Project Design Criteria.                      Impacts to Critical Populations of Sensitive Plant Species Within the MSCP subarea, Significant Populations of Rare, Narrow Endemic Animal Species Within the MSCP Subarea, Narrow Endemic Plant Species Within the MSCP, or San Diego County Sensitive Plants, and impacts to land determined to be a Biological Resource Core Area shall be avoided to the maximum extent practicable by using the following design criteria:</p> <ul style="list-style-type: none"> <li>Project development shall be sited in areas which minimize impact to habitat;</li> <li>Clustering to the maximum extent permitted by County regulations shall be considered where necessary as a means of achieving avoidance;</li> <li>Notwithstanding the requirements of the Slope Encroachment Regulations contained within the Resource Protection Ordinance, effective October 10, 1991, projects shall be allowed to utilize design which may encroach into steep slopes to avoid impacts to habitat;</li> <li>The County shall consider reduction in road standards to the maximum extent consistent with public safety considerations;</li> <li>Projects shall be required to comply with applicable design criteria in the County MSCP Subarea Plan.</li> </ul>	<p>As discussed in Section 4.4, Biological Resources, any impacts to sensitive plant species would be less than significant or nonexistent. No narrow endemic species have been reported in the Project BSA.</p> <p>Implementation of any of the three alignments would impact the location where one yellow warbler was observed/detected. In addition, implementation of any of the three potential alignments would impact habitats of other sensitive animal species observed/detected within the BSA as outlined below. Prior to issuance of any clearing or grading permit, all mitigation land would be acquired, proof of which would be provided to the City and County for a minimum mitigation ratio of 1:1. See Section 4.4, Biological Resources, for specific mitigation ratios for all three alternatives.</p>	YES
<p>Habitat Based Mitigation                      The following section specifies the process for determining mitigation requirements for sensitive habitat.</p> <ol style="list-style-type: none"> <li>1) Determination whether land qualifies as Biological Resource Core Area. The impacts site and the mitigation site shall be evaluated to determine if either or both sites qualify as a</li> </ol>	<p>Impacts to southern riparian forest, southern willow scrub, mule fat scrub, freshwater marsh, cismontane alkali marsh, saltgrass grassland, Diegan coastal sage scrub (including disturbed), and non-native grassland (including disturbed) would be occur with all three alignments. All impacts would be mitigated through land acquisition prior to permit issuance</p>	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<p>Biological Resource Core Area.</p> <p>2) Determination of Tier on Impact Site. Based on the information in the vegetation map prepared pursuant to Section 85.504, the tier level of the impact site shall be identified in accordance with the List of San Diego County Vegetation Communities and Tier Levels within the MSCP.</p> <p>3) Determination of Tier on Mitigation Site. The tier level of the mitigation site shall be identified in accordance with the List of San Diego County Vegetation Communities and Tier Levels within the MSCP. Mitigation for impacts to vegetation communities within the MSCP Subarea shown on the MSCP Boundary shall occur in vegetation communities within the MSCP Subarea. Mitigation shall be within a habitat tier equal to or greater than the impact site.</p> <p>4) Determination of the Mitigation Ratio. Using the Table of Mitigation Ratios, determine the mitigation ratio by locating the tier of the vegetation community to be impacted, based on whether the impact site and mitigation site are Biological Resource Core Areas.</p>	<p>at a minimum 1:1 ratio. See Section 4.4, Biological Resources, for impact acreage by habitat type and alignment and for mitigation ratios.</p>	
<p>Species Based Mitigation The following section specifies the process for determining mitigation requirements for sensitive plant populations and for sensitive animal populations.</p> <p>(1) Sensitive Plant Populations.</p> <p>a) During project design, first priority shall be given to avoidance of impacts populations of sensitive plant species listed on the Critical Populations of Sensitive Plant Species Within the MSCP subarea. Where complete avoidance is infeasible, County staff will work with the project proponent to design the project to minimize impacts to the Critical Population to the maximum extent practicable.</p> <p>b) Impacts to Narrow Endemic Plant Species Within the MSCP Subarea, or Sensitive Plant Species, as defined, that meet the criteria in</p>	<p>The proposed Project would not impact any sensitive plant populations.</p> <p>Implementation of any of the three alignments would impact the location where one yellow warbler was observed/detected. In addition, implementation of any of the three potential alignments would impact habitats of other sensitive animal species observed/detected within the BSA. Specifically, these include the least Bell's vireo, coastal California gnatcatcher, yellow-breasted chat, red-shouldered hawk and turkey vulture. No Project-related impacts would occur to sensitive habitats and species including vernal pools, burrowing owl, arroyo toad, coastal cactus wren, and southwestern willow flycatcher. Prior to issuance of any clearing or grading permit, all mitigation land</p>	<p>YES</p>



<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<p>Group A or B shall be avoided to the maximum extent practicable. Where complete avoidance is infeasible, encroachment may be authorized depending on the sensitivity of the individual species and the size of the population except that encroachment shall not exceed 20% of the population on-site. Where impacts are allowed, in-kind preservation shall be required at a 1:1 to 3:1 ratio depending on the sensitivity of the species and population size, as determined in a biological analysis approved by the Director.</p> <p>c) Sensitive Plant Species shall be protected by using the design requirements and habitat-based mitigation requirements set forth in Section 86.505 and Section 86.506. Notwithstanding the foregoing, when said design requirements and habitat-based mitigation would have the effect of substantially reducing the viability of the affected population or the species, mitigation shall be in-kind, and the mitigation required will be set at a ratio based on the sensitivity of the species and population size, as determined in a biological analysis approved by the Director.</p> <p>Sensitive Animal Populations. Impacts to Rare, Narrow Endemic Animal Species Within the MSCP subarea shall be avoided to the maximum extent practicable. Avoidance requirements shall meet any species specific requirements set forth in Table 3-5 of the MSCP Plan including any applicable limitations on clearing of occupied habitat. Where complete avoidance is infeasible, projects shall be designed to avoid any significant reduction in species viability.</p> <p>4 Impacts to Burrowing Owl Habitat. Impacts to Burrowing Owl Habitat shall be avoided to the maximum extent practicable. Where impacts are unavoidable, the following mitigation measures shall be required: (1) any impacted individuals must be relocated out of the impact area using passive or active methodologies approved by the Wildlife Agencies; (2) mitigation for impacts to occupied habitat, must be through the</p>	<p>would be acquired, proof of which would be provided to the City and County for a minimum mitigation ratio of 1:1. In addition, seasonal grading restrictions would be implemented for applicable bird species, and consultation between the U.S Army Corps of Engineers and the USFWS is considered likely regarding potential impacts to the federally-listed least Bell's vireo and coastal California gnatcatcher. See Section 4.4, Biological Resources, for specific mitigation ratios for all three alternatives.</p>	

LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION		
APPLICABLE ELEMENTS, GOALS AND POLICIES	PROJECT COMPLIANCE	CONSISTENT (YES/NO)
<p>conservation of occupied burrowing owl habitat or lands appropriate for restoration, management and enhancement of burrowing owl nesting and foraging requirements at a ratio of no less than 1:1 for the territory of the burrowing owl.</p> <p>5 Impacts to Arroyo Toad Habitat. Impacts to upland habitats within 1 km of riparian habitat which supports or is likely to support Arroyo toad shall be minimized to the maximum extent practicable.</p> <p>Management Conditions for Vireo belli pusillus, Least Bell’s vireo. Conditions shall be developed for projects located adjacent to Least Bell’s Vireo habitat to monitor and control the population of brown-headed cowbirds.</p> <p>6 Other Sensitive Animal Species. For other Sensitive animal species as defined in Section 86.508, impacts will be mitigated through habitat based mitigation requirements as set forth in Section 86.506. In any case in which mitigation would have the effect of substantially reducing the viability of the affected population or the species, mitigation shall be in kind and the mitigation required will be set at a ratio based on the sensitivity of the species and the population size, as determined in a biological analysis approved by the Director.</p> <p>Vernal Pools. Impacts to vernal pools and their watersheds in naturally occurring complexes and wetlands shall be avoided to the maximum extent practicable.</p> <p>7 Grading Limitations for Specific Species. The following limitations shall apply to grading activities in areas where the identified species occur:</p> <p>8 <i>Campylorhynchus brunneicapillus cousei</i>, Coastal cactus wren – No clearing of occupied habitat shall occur between February 15 through August 15.</p> <p><i>Polioptila californica californica</i>, California gnatcatcher – No clearing of occupied habitat shall occur between March 1 through August 15.</p>		

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<p>9 Vireo belli pusillus, Least Bell’s vireo – No clearing of occupied habitat shall occur between March 15 and September 15.</p> <p>Empidonax traillii extimus, Southwestern willow flycatcher – No clearing of occupied habitat shall occur between May 1 and September 1.</p> <p>(5) Other Species Specific Condition Requirements. As set forth in the terms of the MSCP Plan and/or Subarea Plan, project applicants shall be required to comply with other applicable species specific conditions set forth in Table 3-5 of the MSCP Plan as a condition of project approval.</p>		
<b>RESOURCE PROTECTION ORDINANCE</b>		
<p>Permitted Uses.</p> <p>Within the following categories of sensitive lands, only the following uses shall be permitted and the following development standards and criteria shall be met provided, however, that where the extent of environmentally sensitive lands on a particular legal lot is such that no reasonable economic use of such lot would be permitted by these regulations, then an encroachment into such environmentally sensitive lands to the minimum extent necessary to provide for such reasonable use may be allowed:</p> <p>(a) <u>Wetlands</u>. The following permitted uses shall be allowed: Aquaculture; scientific, educational or recreational uses; removal of exotic species; wetland creation or restoration; or crossings to access adjacent lands.</p> <p>(b) <u>Wetland Buffer Areas</u>. In the wetland buffer areas, permitted uses shall be limited to permitted uses in wetland areas or improvements to protect adjacent wetlands.</p> <p>(c) <u>Floodways</u>. The development of permanent structures for human habitation or as a place of work shall not be permitted in a floodway. Uses permitted in a floodway shall be limited to agricultural, recreational, and other such low-intensity uses</p>	<p>(a, b) Development of the proposed Project would include encroachment and mitigation of wetlands and buffer areas as described in the Biological Mitigation Ordinance such that no new unpermitted uses would result from the Project.</p> <p>(c, d) While the Project is not located within a designated floodplain or floodplain fringe, it does not include any habitable structures, and would therefore be consistent with related restrictions regarding uses permitted in the floodplain and floodplain fringe.</p> <p>e) The Project would not affect density in a steep slope land.</p> <p>f) The proposed Project would develop in some sensitive habitat lands and would implement all necessary mitigation measures to reduce impacts to sensitive habitat to below a level of significance.</p> <p>g) While it is not expected that significant prehistoric or historic site lands would be encountered, Section 4.12, Cultural Resources, outlines mitigation</p>	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<p>provided, however, that no use shall be permitted which will substantially harm the environmental values of a particular floodway area.</p> <p>(d) <u>Floodplain Fringe</u>. All uses permitted by zoning and those that are allowable in the floodway are allowable in the floodplain fringe.</p> <p>(e) <u>Steep Slope Lands</u>. When a parcel is located within a plan designation which bases lot size on slopes, the number of lots and/or number of dwelling units created shall be constrained by the density formula contained in the Resource Protection Ordinance.</p> <p>(f) <u>Sensitive Habitat Lands</u>. Development, grading, grubbing, clearing or any other activity or use damaging to sensitive habitat lands shall be prohibited. The authority considering an application may allow development when all feasible measures necessary to protect and preserve the sensitive habitat lands are required as a condition of permit approval and where mitigation provides an equal or greater benefit to the affected species.</p> <p>(g) <u>Significant Prehistoric or Historic Sites</u>. Development, trenching, grading, clearing and grubbing, or any other activity or use damaging to significant prehistoric or historic site lands shall be prohibited, except for scientific investigations with an approved research design prepared by an archaeologist certified by the Society of Professional Archaeologists.</p>	<p>measures for unexpected discoveries.</p>	
<b>EXCAVATION AND GRADING, CLEARING AND WATERCOURSES</b>		
<p>Grading</p> <p>Except as exempted by Section 87.202, no person shall do any grading nor shall an owner allow any grading on his property, nor allow property to remain in a graded condition, unless the person or owner has a valid, unexpired grading permit issued by the County</p>	<p>Grading and clearing permits would be obtained from the County prior to any grading or clearing activities within the unincorporated County.</p>	<p>YES</p>

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<p>Official authorizing such grading or the grading is part of a surface mining operation authorized by Chapter 7 of this Division. A separate grading permit shall be required for each site.</p> <p>The grading permit shall constitute an authorization to do only that work which is described or illustrated on the grading or improvement plans which are associated with the grading permit approved by the County Official and the work shall be done in accordance with any conditions imposed by the County Official and in accordance with the requirements of this Division.</p> <p>Clearing</p> <p>Except as exempted by Section 87.502, no person shall do any clearing, nor shall an owner allow any clearing on his or her property or allow the property to remain in an unlawfully cleared condition, unless the person or owner has a valid clearing permit issued by the County Official authorizing such clearing. An owner is presumed to have allowed clearing which has been done on property occupied by him or her or is under his dominion and control. This presumption is a presumption affecting the burden of producing evidence. A separate clearing permit shall be required for each site. All clearing shall conform to the conditions of the authorizing permit.</p> <p>Plans Affecting Watercourses</p> <p>Where grading proposed by grading plans or improvement plans would be within or would affect a watercourse, the following requirements shall apply, in addition to the requirements specified in Chapter 2 of this Division:</p> <p>The County Official shall not approve the grading plans or improvement plans unless he or she has evaluated and determined that the proposed grading is consistent with the San Diego County</p>		

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
<p>general plan; provided that, if the proposed grading is associated with a subdivision or other land development project which has been approved by a County decision making body which determined the project to be consistent with the general plan, the County Official shall instead evaluate whether the proposed grading is consistent with such prior project approval and shall not approve the plans if they are not consistent with the prior approval.</p> <p>(b) The County Official shall not approve the grading plans or improvement plans unless he or she determines that the proposed grading does not create an unreasonable hazard of flood or inundation to persons or property.</p>		
<b>FLOOD DAMAGE PREVENTION</b>		
<p>In all areas of special flood hazards the following standards are required:</p> <p>(a) Anchoring to prevent flotation, collapse or lateral movement.</p> <p>(b) Construction materials, designs and methods to minimize flood damage.</p> <p>(c) Elevation and floodproofing for nonresidential construction:</p> <ol style="list-style-type: none"> <li>1. Be floodproofed so that below the base flood/floodway level the structure is watertight with walls substantially impermeable to the passage of water;</li> <li>2. Have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy; and</li> <li>3. Be certified by a registered professional engineer or architect that the standards of this subsection are satisfied. Such certifications shall be provided to the Flood Plain Administrator.</li> </ol>	<p>While the Project is not located within any areas of special flood hazards, the structure would be built per City Engineering Manual Specifications to be anchored, elevated and of materials and design to minimize flood damage.</p>	<p>YES</p>
<b>SAN DIEGO COUNTY COMMUNITY TRAILS MASTER PLAN</b>		
<b>COUNTYWIDE GOALS AND POLICIES</b>		
<p>Community Trails Goal CG1: Provide a Trail System: Provide a system of “non-motorized trails” (trails) that meets the needs of County residents by providing scenic and enjoyable experiences that include connections with other public facilities, such as parks, open spaces, trail systems of other jurisdictions, points of interest, and/or sites</p>	<p>The proposed Project would provide facilities for non-motorized transportation and recreation by maintaining existing equestrian trails in Guajome County Park and adding a new multi-purpose trail along the eastern side of the road. New connections to existing trails would be made to allow new</p>	<p>YES</p>

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
with educational or historical significance.	access to and from trails in Rancho Guajome Adobe.	
Community Trails Policy CP 1.1: Continue to provide and expand the variety of trail experiences, including urban/suburban, rural, wilderness, multi-use and single use, staging areas and support facilities.	Proposed trail improvements would provide additional opportunities for equestrian, bicycle and pedestrian users to experience urban/suburban, rural, and multi-use environments, and would provide appropriate support facilities including bridging and undercrossing, equestrian trail switchbacks, traffic crossing lights, and signage.	YES
Community Trails Policy CP 1.2: Encourage trail routes that highlight the County’s recreational and educational resources, including natural, scenic, cultural and historic resources whenever possible.	As discussed under Community Trails Goal CG1, above, the proposed trails would improve access to trails in Guajome County Park and adjacent areas, thereby highlighting and increasing the availability of natural, scenic, educational and recreational resources for associated users.	YES
Community Trails Policy CP 1.3: Provide a variety of linear distances for users to experience such as trails that offer long distance experiences and connect with other public trail systems, points of interest or transit facilities, and trails that offer short distance and loop experiences.	The proposed Project would introduce a new trail segment between Spur Avenue and North Santa Fe Avenue and new trail connections associated with that segment that would allow users to utilize one or more segments of the existing trail network. Access to planned segments would further be facilitated by the proposed improvements and would provide additional distance variety in the future.	YES
Community Trails Implementation Strategy CIS 1.1: Provide adequate support facilities, including staging areas, which will sustain existing and future trail implementation. Where appropriate, these facilities should include, but not be limited to, parking facilities, potable water supply, restrooms, emergency telephones and access, signage, fencing, refuse containers, benches, gates, horse tie rails and corrals.	Bridging and undercrossing would be provided at appropriate points in the proposed trail alignments. Additional features included in the proposed multi-purpose trail design include switchbacks (to reduce slope grades), retaining walls, drainage facilities (i.e., brow ditches to protect against flooding and erosion), traffic crossing lights/actuator buttons, painted crosswalks, warning/signal lights and signage. The proposed trail would tie in with existing trail systems that include facilities such as staging and parking areas.	YES
Community Trails Implementation Strategy CIS 1.2: All trails should be marked. Markers or signs should be provided which encourage responsible trail use by providing users with directional information and	See Community Trails Implementation Strategy CIS 1.1, above.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
information regarding property rights in order to minimize public/private use conflicts and trespassing. Historically significant trail routes should have signs that include appropriate historical information.		
Community Trails Implementation Strategy CIS 1.4: Wherever feasible and appropriate, future trails should be multi-use, in an attempt to satisfy the greatest number of users with the least acquisition and construction cost per user. In some instances, single-use or restricted-use trails may be more feasible and economical and should not be excluded from trail planning efforts.	The trail connecting Spur Avenue to North Santa Fe would be multi-purpose, with a minimum 10-foot width and dg surface to accommodate equestrians. Additionally, separate bike lanes and sidewalks would be provided along both sides of all Project roadway segments for pedestrians and cyclists.	YES
Community Trails Implementation Strategy CIS 1.7: Recognize the important public benefit of experiencing firsthand, natural habitats, and cultural historic resources along trail corridors by designing trails that provide appropriate interpretive features and environmental protection.	The Project would preserve existing equestrian trails in Guajome County Park and would add a new multi-purpose trail along the eastern side of the road. New connections to existing trails would also be made to allow additional access to and from trails in Rancho Guajome Adobe. These facilities would increase the opportunity for trail users to experience natural habitats in Guajome County Park and adjacent areas, with proposed trails to improve local access while minimizing disturbance to existing natural habitats.	YES
Community Trails Implementation Strategy CIS 1.8: Trail alignments shall avoid archaeological and sensitive cultural resources, wherever feasible.	Archaeological and sensitive cultural resources are not expected to occur in the proposed trail alignments. Section 4.12 outlines measures to mitigate potential impacts due to unexpected discoveries.	YES
Community Trails Implementation Strategy CIS 1.9: Mitigate any potential impacts to cultural resources through collection of significant artifacts, documentation and curation of the items by a professional archaeologist. The documentation of the resources may be interpreted as part of the trail opportunity while respecting the need for a requirement of confidentiality of site location.	As discussed in Section 4.12, Cultural Resources, no resources are anticipated to be encountered. The section outlines mitigation measures to minimize impacts to unexpected discoveries which would include monitoring, salvage, recordation, and curation as appropriate.	YES
Community Trails Implementation Strategy CIS 1.10: Provide evidence to the satisfaction of the Director of Planning and Land Use that all archaeological material recovered during the archaeological investigation of the property, including all significance testing and grading monitoring activities, have been curated according to professional repository	See Community Trails Implementation Strategy CIS 1.9, above.	YES



<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility with San Diego County, to be accompanied by payment of the fees necessary for permanent curation.		
Community Trails Implementation Strategy CIS 1.11: Minimize impacts on cultural resources by avoiding grading and other ground disturbing activities, where such resources are known to exist.	See Community Trails Implementation Strategy CIS 1.8, above.	YES
Community Trails Policy CP 2.1: Prioritize trail segments, and their development and acquisition in a manner that provides maximum public benefit given available public and private resources.	Provision of the trail segment between Spur Avenue and North Santa Fe as well as the new connections to Rancho Guajome Adobe concurrently with the planned roadway segment would provide a master-planned trail segment while reducing the planning and construction process that would otherwise be required if the two components were carried forward separately.	YES
Community Trails Policy CP 2.2: Coordinate trail planning, acquisition, development, and management with appropriate jurisdictions.	Proposed trail planning, acquisition, development and management would be coordinated between the County and the City.	YES
Community Trails Policy 4.2: Public improvement projects, such as road widening, bridge construction, and flood control projects, which may impact trails or pathways in the Regional Trails Plan or Community Trails Master Plan should incorporate such facilities in project design and consideration.	Design of proposed roadways and bridge construction include consideration of the Community Trails Master Plan, including minimum 5.5-foot wide sidewalks, minimum 5-foot bike lanes, and minimum 10-foot multi-purpose trails to accommodate equestrians.	YES
Community Trails Policy 4.6: During trail design on or adjacent to agricultural land, notify and coordinate with the affected landowners to consider any special features that may be needed.	Trail design would include coordination with affected agricultural landowners to consider any additional features that may be needed.	YES
Community Trails Policy 4.7: When locating specific trail segments, prioritize locations that avoid significant impacts to sensitive environmental resources.	The proposed trail alignments would avoid impacts to sensitive environmental resources to the maximum extent possible by following within the footprint of the Project corridor.	YES
Community Trails Policy 4.8: Establish and designate trails, whenever feasible, that correspond to existing (non-designated) trails, paths, or unpaved roadbeds that already have a disturbed tread.	No trails, paths, or unpaved roadbeds currently exist along the proposed Melrose Drive Extension and could therefore not be converted to trails. Trail improvements proposed along Guajome Lake Road would follow the existing trail.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
Community Trails Implementation Strategy 4.1: When preparing to implement or open a new trail, consider design modifications to accommodate landowner concerns for privacy, security, or safety.	Because a number of parcels would be acquired by the City for construction of the proposed roadway and required setback, proposed trail alignments would not compromise privacy, security or safety of private landowners.	YES
Design Guidelines: A Type A Urban/Suburban trail should have a tread width of 8'-10,' is intended for recreation and transportation, has a grade of less than 15%, a cross slope between 1 and 2 percent, has a surface of decomposed granite with a binding agent, has a high anticipated user volume, has 2' horizontal clearance and 12' vertical clearance.	The multi-purpose trail would be considered Type A Urban/Suburban in the Community Trails Master Plan Design Guidelines. Trail design would include a minimum width of 10 feet, a grade of less than 15 percent, a cross slope between 1 and 2 percent, a dg surface, a 2-foot horizontal clearance and a 12-foot vertical clearance.	YES
<b>BONSALL COMMUNITY TRAILS AND PATHWAYS PLAN</b>		
Community Specific Policy SP 1: Trails and pathways shall be developed with native soils wherever possible; slope and erosion conditions must be considered.	Grading associated with development of the proposed trails would be minimal and would generally not involve the use of imported fill soil. Following the design guidelines above, slope and erosion conditions will be considered in the trail design, and the trail would be surfaced with decomposed granite.	YES
Community Specific Policy SP 2: New pathways are to have fencing or barriers between the traveled portion of the road and the pathway in cases where parkway widths are 15 feet or greater.	Where the equestrian trail would traverse alongside the road in such a way as to meet the definition of a pathway, fencing or barriers would be installed to separate the traveled portion of the road.	YES
<b>BONSALL COMMUNITY PLAN</b>		
<b>LAND USE</b>		
Land Use Policy 9: Grading should be contoured to blend with natural topography, rather than consist of straight edges.	To the extent feasible given the fixed locations of the existing Melrose Drive termini to be connected and the elevation differential between the existing termini and the Project corridor, the site design avoids unnecessary cut and fill. Alignments A, B, and C require varying degrees of fill at both ends of the roadway extension to meet the higher grade of the central Project corridor, and all three require cut through the central portion to reduce the necessary incline to cross the area. An existing manufactured slope that would be added to Guajome County Park would be recontoured to blend with the natural terrain.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
Land Use Policy 10: Significant natural resources and features should be protected. Examples of these include: lakes, ponds, streams, marshes, riparian areas, wetland areas, habitats, large boulder clusters, large individual trees or stands, and open space in its wild or natural state. These constraints on the land may dictate a lesser yield of lots for subdivision.	The proposed Project would traverse both developed and undeveloped areas. Where encroachment into the undeveloped Guajome County Park or Rancho Guajome Adobe is unavoidable, measures would be taken to preserve natural features and processes that currently exist, including mitigation for loss of open space at a minimum 1:1 ratio and use of natural bioswales to filter runoff. Drainages that support existing wetlands would be directed through culverts and a bridge to cross Spring Creek would protect this resource and maintain connectivity.	YES
<b>CIRCULATION</b>		
Circulation Policy 5: To maintain and/or improve scenic areas, road alignments and realignments shall be designed to minimize the alteration of the natural landform by following the contours of the existing, natural topography without sacrificing safety or sight distance criteria. When road alignments require the removal of existing vegetation, revegetation with native species should be required.	See Land Use Policy 9, above. The easternmost alignment (C) would mostly traverse an area that is currently developed and includes relatively little native vegetation. The westernmost alignment (B) would result in more encroachment into the undisturbed topography and vegetation of Guajome County Park. In all alignments, a bridge over Spring Creek would minimize alteration of the channel. All soil disturbance adjacent to or visible from County parkland would be followed by revegetation with native species.	YES
Circulation Policy 6: Preservation and protection of sensitive habitats, such as wetlands, shall have priority over road location, relocation or realignment when other practical alternatives are available. Within the Bonsall Community Planning Area, all mitigation is encouraged to be on-site and site specific. Where not appropriate, mitigation within the Bonsall Community Plan Area shall be given primary consideration.	Eight sensitive wildlife habitats have been identified on site and include southern riparian forest, southern willow scrub, freshwater marsh, cismontane alkali marsh, mulefat scrub, saltgrass grassland, Diegan coastal sage scrub (including disturbed), and non-native grassland (including disturbed). Six non-sensitive plant communities occur on-site. To the extent feasible, impacts to sensitive habitats would be minimized through avoidance. Where avoidance of impacts is not possible due to the existing termini of Melrose Drive, impacts would be minimized through mitigation that would include creation/restoration at a minimum 1:1 ratio. The City and County Department of Parks and Recreation will determine if wetland habitat mitigation could occur within Guajome County Park or Rancho Guajome Adobe. In the	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
	absence of such a determination, mitigation banks within the Project vicinity for wetland and other sensitive habitat impacts include Heights of Palo Mesa Conservation Bank, Pilgrim Creek Mitigation Bank or North County Habitat Bank.	
Circulation Policy 7: Retain the rural character of Bonsall roads by keeping meandering (with safe radii), rolling road surfaces instead of straight and level, high-speed roads. The design of road improvements shall preserve the scenic and rural values of the road, to the maximum extent possible consistent with public safety.	While the proposed Project would occur partially within the community of Bonsall, it would not be a Bonsall road and would not connect with or affect Bonsall roads. A portion of Guajome Lake Road would be altered so that Melrose Drive could pass overhead, but its rural character would be maintained by retaining its existing alignment, drainage and equestrian trail.	YES
Circulation Policy 8: Existing trees and vegetation located within the “right-of-way” of all public roads, and determined to be of significant visual benefit, shall be retained to the maximum extent possible. If no alternative realignment can preserve such vegetation, mitigation shall be required, in the form of revegetation prior to, or phased with, the proposed project. Wider right-of-way, such as Rural Collectors with an 84 foot right-of-way over a 60 foot right-of-way, should be preserved to enable the road, when improved, to allow the flexibility to avoid certain trees and natural vegetation.	Existing vegetation in the public right of way would be retained to the extent possible. Where not possible to retain existing vegetation, vegetation and median landscaping would be replaced along existing roads to blend with existing landscape themes. Manufactured slopes and disturbed soil adjacent to or visible from County parks would be revegetated with native plant material.	YES
Circulation Policy 12: Establish and coordinate a separate system, within the community, of bikeways, equestrian and pedestrian trails connecting residential areas to schools, recreational facilities, and the Country Town. Promote safe and attractive pedestrian, bicycle and equestrian crossings at logical points on Circulation Element roads.	Pedestrian sidewalks and Class II bike lanes would be provided along both sides of the proposed roadway segments and multi-purpose trails would be included alongside Melrose Drive and connecting Spur Avenue with North Santa Fe Avenue and providing new access to Rancho Guajome Adobe.	YES
Circulation Policy 15: Support the Air Pollution Control District’s implementation of the automobile standards to minimize the need to improve the roads by reducing the volume of traffic upon them.	As discussed in Sections 4.3 and 4.8, Traffic and Air Quality, respectively, Project implementation would result in the redistribution of vehicle miles with the Project area, reducing the volume of traffic on North Santa Fe Avenue.	YES
<b>CONSERVATION</b>		
Conservation Policy 2: Promote types and patterns of development that protect valuable groundwater basins and aquifers from potential pollution and minimize air pollution, fire hazard, soil erosion, silting, slide	The Project incorporates natural and mechanical drainage and filtration facilities that would reduce hazards from flooding, erosion and siltation and protect water resources from potential	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
damage, flooding and other visual degradation of scenic resources.	pollution.	
Conservation Policy 3: Promote types and patterns of development which prevent the destruction of important native plant communities or the habitat of any endangered, threatened or other sensitive species including but not limited to: riparian habitat, coastal sage scrub, oak woodlands.	Any impacts to sensitive plant communities would be fully mitigated as described in Section 4.4, Biology, at a minimum area ratio of 1:1.	YES
Conservation Policy 5: Ensure that land use designations adjacent to natural preserves, sensitive habitat areas, agricultural lands, and recreation areas are appropriate and compatible to provide transition or buffer areas.	Native, temporarily-irrigated landscaping would be installed in areas exposed by grading along the Melrose Drive extension to blend into the existing habitat.	YES
Conservation Policy 7: Landscaping should be required to prevent erosion on graded sites and, if adjacent to sensitive habitats should require vegetation with only the appropriate native plant species with specific restrictions on the use of any invasive exotic species.	All graded surfaces would be landscaped with a native hydroseed mix and container stock to prevent erosion and be compatible with surrounding habitat.	YES
<b>AIR QUALITY</b>		
Air Quality Policy 1: Support transportation control measures required to reduce vehicle trips, vehicle use, miles traveled, idling and traffic congestion to reduce air pollution.	The Melrose Drive extension is intended to reduce miles traveled and idling time for motorists who currently drive an additional two to three miles along North Santa Fe Avenue and Mission Avenue to reach northern segment of Melrose Drive. It is anticipated that the connection would reduce pressure on North Santa Fe Avenue and Mission Avenue, thereby alleviating traffic congestion and air pollution from additional idling.	YES
Air Quality Policy 5: Encourage planting of drought resistant and/or native trees and vegetation to help offset the effects of smog by increasing oxygen producing plant life.	As noted above under Conservation Policy 8, a mix of native and/or drought-tolerant plants will be used, including applicable tree species where appropriate.	YES
<b>CULTURAL RESOURCES</b>		
Cultural Resources Policy 6: All major grading permits or discretionary permit actions requiring CEQA review should be reviewed for the potential presence of cultural resources.	As discussed in Section 4.12, Cultural Resources, sensitive cultural or historic resources are not expected to be encountered during Project construction. Potential impacts would be mitigated through monitoring, salvage, documentation and curation, as appropriate and in compliance with CEQA.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
Cultural Resources Policy 7: Grading, blading or other disturbances of natural terrain, which could result in damage or loss of unique or important cultural resources, should be avoided. If resources are damaged as a result of a violation, the maximum penalties, as provided by law, shall be required, as appropriate, for resources.	See Cultural Resources Policy 6, above.	YES
Cultural Resources Policy 8: Unique or important archaeological resources shall be mitigated by the measures defined in the Archaeology/History Procedures, Appendix K, of the San Diego County CEQA Guidelines.	See Cultural Resources Policy 6, above.	YES
<b>DARK SKY</b>		
Dark Sky Policy 1: Strictly enforce the County “Dark Sky” Light Pollution Ordinance.	Project design would include measures to reduce the degree of night lighting in the area to the minimum illumination necessary for safety, including light poles at 400-foot intervals and shielding to minimize light pollution.	YES
Dark Sky Policy 2: Street lighting outside of the Country Town should be limited to what is necessary for safety.	See Dark Sky Policy 1.	YES
Dark Sky Policy 6: Use low sodium and/or light shielding for all exterior lighting to maintain the rural atmosphere and minimize impacts from development on the on-going operation of the Palomar Mountain Observatory.		YES
<b>FLOODPLAINS AND WATERCOURSES</b>		
Floodplains and Watercourses Policy 2: The floodplain area may not be elevated to provide a buildable area for a habitable or permanent structure, nor may the waterway or natural drainage course be channeled to provide a buildable area or an area for septic use either by discretionary permit or by proposed subdivision; unless it can be shown that such elevation or channelization will not be detrimental to any natural resource within the floodplain and will result in a more environmentally sensitive project.	While the Project is not located within any mapped or designated floodplains, some landform alteration would occur in and around Guajome Creek. Such improvements, while technically not subject to floodplain-related restrictions, would be consistent with the County General Plan Safety Element which stipulates that non-habitable structures that do not increase flooding are permitted in floodplains. These improvements would also be consistent with the Flood Damage Protection section of the County’s Zoning and Land Use Ordinance by adhering to City Engineering Manual Specifications to ensure the structure be anchored, elevated	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
	and of materials and design to minimize flood damage (as previously described).	
Floodplains and Watercourses Policy 3: Provide adequate setbacks from all water courses and drainages to protect property, improve water quality, provide buffer for riparian habitat and wildlife, and enhance aesthetic quality of the riparian environment.	Except where necessary to cross streams and floodplains, the proposed roadway would not encroach into water courses or drainages. Where necessary, the use of culverts and bridges would maintain flow and drainage.	YES
Floodplains and Watercourses Policy 7: Floodplains and water courses in proposed developments should be protected in accordance with current County ordinances. Watercourse channelization is discouraged.	See Floodplains and Watercourses Policy 3.	YES
<b>SOILS</b>		
Soils Policy 1: Developments with a potential to create excessive runoff or erosion shall analyze the potential impacts and provide appropriate mitigation.	Short-term construction impacts to water resources would be minimized based on the implementation of a Storm Water Pollution Prevention Plan/Storm Water Sampling and Analysis Strategy (SWPPP/SWSAS), pursuant to requirements under the NPDES and related City criteria. Furthermore, long-term water quality issues and associated regulatory requirements (e.g., NPDES permitting and City requirements) would be addressed through site design BMPs, source control BMPs, and treatment control BMPs. Refer to Section 4.6, Hydrology and Water Quality, for additional details of the proposed BMPs, as well as associated regulatory requirements.	YES
Soils Policy 2: Future road construction and improvement plans within the planning area that include revegetation and/or landscape plans should contain plant and tree types and locations which will mitigate associated soil erosion and degradation.	Native, temporarily-irrigated landscaping installed following grading activities would act as soil stabilization.	YES
<b>VEGETATION AND WILDLIFE</b>		
Vegetation and Wildlife Policy 1: Preserve the integrity, function and long-term viability of environmentally sensitive habitats within the Bonsall Plan Area by integrating preservation of these areas into the project design. Special protection shall be afforded oak and willow riparian, other wetland areas, and Coastal and Diegan sage scrub habitats.	Impacts to environmentally sensitive habitats that fall within the Bonsall Plan Area would be minimized and/or mitigated as appropriate at a minimum ratio of 1:1. Some Bonsall land that is currently developed would be recontoured and revegetated to contribute to the viability of environmentally sensitive habitats within the Bonsall Plan Area.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
Vegetation and Wildlife Policy 7: Encourage the retention of existing native vegetation, especially significant trees as outlined by Bonsall Design Guidelines.	Existing native vegetation would be retained where possible. Where ground disturbance is necessary adjacent to or visible from County parks, native vegetation would be replaced by hydroseed and container stock.	YES
Vegetation and Wildlife Policy 8: For any project with identified sensitive biological resources, where biological studies will be required, the study should specifically address wildlife movement corridors and areas of wildlife concentrations whenever applicable. Studies shall attempt to identify where the corridor continues off-site beyond borders of the subject property.	The BTR prepared by HELIX addresses wildlife corridors in the study area. Local wildlife corridors exist along Spring Creek (adjacent to Spur Avenue), and Guajome Creek (adjacent to North Santa Fe Avenue) within the BSA. An existing culvert located at the intersection of North Santa Fe Avenue and Melrose Drive is almost completely filled with sediment resulting in a constraint to local wildlife movement to terrestrial species requiring mammals to cross on the roadway. An additional corridor along Spring Creek joins with Guajome County Park just south of SR-76/Mission Avenue. Guajome County Park extends to the San Luis Rey River Valley. The proposed Project would improve wildlife movement by replacing the existing culverts with larger culverts suitable for water drainage and use as wildlife corridors. Additionally, the majority of Project-related impacts would occur to agricultural and developed lands. Only small areas of sensitive habitat within Guajome County Park and Rancho Guajome Adobe would be affected. Land to the southwest, west, and east of the proposed alignments are primarily developed. As such, implementation of Melrose Drive extension would not significantly affect avian species because the impacts to habitat are small.	YES
Vegetation and Wildlife Policy 9: Encourage the protection of coastal sage scrub, oak woodlands, and riparian habitat and other types of wetlands from loss or modification. Road crossings or other disturbances of riparian habitat or other wetlands should be allowed when 1) avoidance alternatives have been considered and determined infeasible, 2) all efforts have been made to minimize harm, and 3) mitigation will be provided.	All three alternatives would result in direct impacts to a variety of habitat types. Alternative A would result in direct impacts to a total of 7.0 acres; Alternative B would result in direct impacts to a total of 6.1 acres; and Alternative C would result in a total of 9.9 acres of sensitive vegetation communities. Due to the constraints of the existing termini of Melrose Drive, no other possible locations would serve the purpose and need	YES



<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
	of the proposed Project. Biologically sensitive areas would be considered in final selection of an alternative. All impacts would be mitigated by preservation, enhancement or creation at a minimum ratio of 1:1.	
Vegetation and Wildlife Policy 10: Preserve and encourage wildlife corridors including buffer areas which are essential to the long-term viability of wildlife populations through open space easements, public acquisition or other appropriate means. The width of the easement will depend on the type of wildlife using the corridor and the natural topography, plus an appropriate (as determined by a certified wildlife biologist) buffer on either side of the corridor, where feasible.	Existing wildlife corridors along drainages would be maintained with implementation of the Project. The installation of five box culverts, two of which would be soft-bottom, under the intersection of Melrose Drive and North Santa Fe Avenue would improve wildlife connectivity by allowing passage with minimum disturbance from the roadway.	YES
Vegetation and Wildlife Policy 11: Consider restoration and rehabilitation of former or degraded riparian areas as a form of mitigation.	Mitigation would occur as close to the initial impacts as possible, and would encompass former or degraded riparian areas within Guajome County Park or Rancho Guajome Adobe if feasible.	YES
<b>VISUAL RESOURCES</b>		
Visual Resources Policy 1: Minimize grading to preserve natural landforms, major rock outcroppings and areas of existing mature trees.	To the extent feasible given the fixed locations of the existing Melrose Drive termini to be connected and the elevation differential between the existing termini and the Project corridor, the site design avoids unnecessary cut and fill. Alignments A, B, and C require varying degrees of fill at both ends of the roadway extension to meet the higher grade of the central Project corridor, and all three require cut through the central portion to reduce the necessary incline to cross the area. An existing manufactured slope that would be added to Guajome County Park would be recontoured to blend with the natural terrain. The area does not contain areas with major rock outcroppings. Mature trees are limited to ornamental landscaping associated with residential uses. These trees would be removed only where they occupy space necessary for roadway improvements. Any soils beside the roadway disturbed by grading would be planted with a native seed and container stock mix.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
Visual Resources Policy 4: Visual impacts to disturbed slopes should be reduced by dense landscaping utilizing native plants and other naturalized drought tolerant plants.	All soil surfaces disturbed by grading that are adjacent to or visible from County parks would be revegetated using a native plant palette. Planting would include hydroseed and container stock and would be temporarily irrigated to facilitate establishment.	YES
Visual Resources Policy 5: Encourage floodplains, watercourses and drainages to be protected and maintained in or, if necessary, restored to their natural, dynamic functional condition with appropriate buffer zones provided.	While the Project is not located within any mapped or designated floodplains, existing flood conditions are present along Guajome Creek, due in part to an under-functioning culvert under the intersection of North Santa Fe Avenue and Melrose Drive. This condition would be improved with the addition of five box culverts to manage flood conditions of Guajome Creek. Flow volumes may be altered with this replacement, but the alteration would bring flow volumes closer to their historic levels. Site design includes mechanical BMPs to manage runoff from paved surfaces and natural bioswales to receive and filter waters before allowing them to enter the natural drainage channels of Spring Creek, Guajome Creek and the unnamed drainage along Guajome Lake Road.	YES
Visual Resources Policy 6: All cut and fill slopes should be contour graded and/or rocksculpted in such a way as to visually blend manufactured slopes with a natural landscape. Slope rounding should be on a minimum 100 foot radius.	The Project would maintain the slopes of Guajome County Park. While it would cross portions of the eastern slopes, Project design would situate cut and fill slopes such that the roadway would not be visible along its entire length (see Figures 4.10-11, 4.10-14 and 4.10-17 of Section 4.10, Visual Quality and Aesthetics, for visual simulations). Fill slopes adjacent to Guajome County Park would be contour graded to create an undulating 3:1 slope, which would be revegetated with native habitat. The currently-developed areas identified for parkland conversion would also be recontoured and revegetated to create an undulating, 3:1 slope, which would blend into the existing slopes. Finally, cut slopes visible from the park would be revegetated with native plants to approximate natural slope conditions. In this way, encroachment into slopes abutting Guajome County Park	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
	would be reduced to below a level of significance for Alternative A, B, and C. While Alternative C would entail more encroachment into the eastern slopes, this would also be offset by Project design features similar to those of Alternatives A and B, as well as by the inclusion of additional parkland adjacent to the park to ensure visual and ecologically functional contiguity.	
<b>WATER</b>		
Water Policy 1: Promote the use of drought tolerant native plants and other drought tolerant, vegetation-free landscaping in new developments.	Native vegetation would be installed where soil has been disturbed adjacent to and visible from County parks to reduce impacts to native vegetation and erosion.	YES
Water Policy 2: Promote the use of high efficiency low volume sprinklers and accurate programmable controllers in new and old developments as well as individual residences.	Permanent and temporary irrigation would be designed to achieve water efficiency with the use of low volume sprinklers and programmable controllers.	YES
<b>CITY OF VISTA GENERAL PLAN</b>		
<b>CIRCULATION ELEMENT</b>		
Circulation Plan Improve North Santa Fe Avenue from a two-lane Minor Arterial to a four-lane Major Arterial to maintain LOS D or better.	Approximately 1,400 to 1,500 feet (depending on the alternative) of North Santa Fe Avenue would be improved to Four-Lane Arterial standards, with two lanes of traffic in each direction separated by a raised median.	YES
Future Pedestrian Facilities, First Priority: North Santa Fe Avenue from the City limits to Bobier Drive. Map indicates five-foot sidewalks.	The portion of North Santa Fe that is within the Project boundaries would be improved with 5.5-foot sidewalks.	YES
Circulation Policy 1.1: Establish and maintain a roadway circulation system that is in balance with the Land Use Element of the General Plan.	As discussed below under <i>Land Use Element</i> , proposed roadway improvements are evaluated and would be consistent with the Land Use Element.	YES
Circulation Policy 1.2: Maintain no worse than a Level of Service “D” at all intersections and roadway segments during peak hour.	While no Project intersections are located within the City of Vista, the Circulation Plan improvements to North Santa Fe Avenue include improving it to the standards of a Four-Lane Arterial, as discussed above, to maintain a minimum LOS “D.” Proposed improvements would be consistent with the Circulation Plan and with this policy.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
Circulation Policy 2.3: Synchronize traffic signals on all major roads throughout the City of Vista and adjacent communities.	Work on the traffic signal at the intersection of North Santa Fe Avenue and Melrose Drive would include synchronization with nearby signals, including any within the City of Vista.	YES
Circulation Policy 2.4: Schedule major roadway maintenance, construction and repair activities that require eliminating or restricting one or more travel lanes to nighttime hours, or if nighttime hours are not feasible, then non-peak period times.	If nighttime construction is not utilized for the proposed Project, construction would occur during non-peak hours to the maximum extent feasible.	YES
Circulation Policy 2.5: Prohibit parking on all Primary, Major, Secondary and collector roadways, except in areas subject to special design criteria.	No parking would be provided along proposed segments of Melrose Drive or North Santa Fe Avenue.	YES
Circulation Policy 3.5: Work with adjacent cities to ensure that the traffic impacts of development projects in these cities do not adversely impact the City of Vista and that traffic impacts from Vista projects do not adversely impact neighboring cities.	While the proposed Project is not anticipated to be traffic-generating, potential impacts due to construction-related traffic in the Project area and vicinity, including those portions within Vista, would be minimized through traffic diversion and strategic work hours.	YES
Circulation Policy 6.3: Require proposed developments, whenever feasible, to provide additional right-of-way for Class II bikeways in the project vicinity on all arterial roadways where deemed appropriate.	All proposed roadway segments would provide a minimum 5-foot right-of-way along both sides for Class II bikeways.	YES
Circulation Policy 6.4: Require proposed developments, whenever feasible, to dedicate easements for Class I bikeways or hiking trails in the project vicinity where deemed appropriate.	While the City of Vista’s Bicycle Plan recommends only a Class II Bike Lane along North Santa Fe Avenue, the City’s Bicycle Master Plan recommends a Class I Bike Path along this segment of North Santa Fe Avenue adjoining the City of Vista. The Project would not provide a Class I Bike Path along this segment, although it would not preclude the future development of such a path. In addition, the Project design includes a multi-use trail extending between Spur Avenue and the eastern portion of <u>Guajome County Park, including</u> portions of the described segment of North Santa Fe Avenue. This facility would provide some similar amenities as a Class I Bike Path, including the physical separation of bicycle and motorized vehicle traffic.	YES
Circulation Policy 6.4: Require proposed developments to install sidewalks and wheelchair ramps that comply with ADA standards adjacent to all roadways within each development.	All sidewalks would comply with ADA standards by providing wheelchair ramps.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
Circulation Policy 6.5: Construct sidewalks, and retrofit traffic signal light standards to include pedestrian, crossing buttons, when feasible, on all primary, major, and secondary arterials.	Sidewalks would be provided along both sides of all Project roadways. The traffic signal at Melrose Drive and North Santa Fe Avenue would have pedestrian crossing buttons.	YES
Circulation Policy 6.7: Design and retrofit bicycle facilities in accordance with the design standards identified in the City’s Bikeway Plan.	The Bikeway Plan includes a Class II Bikeway along North Santa Fe Avenue beginning at the boundary with Oceanside. This would be included in the Project.	YES
Circulation Policy 6.9: Traffic signal phasing shall be adequate for bicycle turning and straight-through movements.	Traffic signal phasing would be adequate for bicycle turning and straight-through movements.	YES
<b>COMMUNITY FACILITIES ELEMENT</b>		
Community Facilities Drainage Goal: Drainage facilities shall be provided concurrent with development to adequately collect surface runoff.	A system of natural and mechanical BMPs would be provided at the time of facility construction to collect and manage surface runoff.	YES
<b>COMMUNITY CHARACTER AND SCENIC ROADS</b>		
Community Character Objective 7: Keep street lighting to a minimum in semi-rural areas, if public safety is not compromised.	Street lighting would be kept to a minimum level necessary for public safety, to include light poles at 400-foot intervals and shielding to minimize light pollution.	YES
Community Character Objective 8: Encourage implementation of the City’s adopted trail system and, where not designated, develop trails connecting residential neighborhoods with parks, commercial districts, governmental offices, historic sites, creeks and open space areas.	The whole length of Melrose Drive is identified as a future multi-purpose trail in the trail system plan. The Project would also provide a linkage in the planned pedestrian facilities along North Santa Fe Avenue, which is identified as first priority in the Circulation Element. A planned future trail is the Guajome County Park to Rail Trail. As the project would contribute trail segments and connections to trails running through the Park, it would be consistent with this objective.	YES
Community Character Policy 9.3: Maximize and insure the linkage of existing and proposed trail systems, including pedestrian, bicycle and equestrian trails.	The Project would retain existing equestrian trails in Guajome County Park and would add a new multi-purpose trail along the eastern side of the road. New connections to existing trails would be made to allow new access to and from trails in Rancho Guajome Adobe. Additionally, sidewalks and bicycle lanes would be included along both sides of all Project roadway segments, increasing the connectivity of this trail system.	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
Community Character Objective 10: Preserve the character of the identified scenic roadways as defined in the Scenic Roadways section of the Community Character and Scenic Roads Element.	Most of the scenic roadways identified in the Community Character and Scenic Roads Element occur within the City, and are thus not within the jurisdiction of the City of Vista. An exception involves the easternmost portion of North Santa Fe Avenue within the Project area. The Project design includes a number of elements to address associated concerns and maintain consistency with local community character and scenic roadway guidelines, including the use of extensive native and/or drought-tolerant landscaping.	YES
Community Character Objective 12: Encourage the construction of pedestrian pathways and/or sidewalks to provide safe walkways.	All proposed roadway segments would include pedestrian sidewalks along both sides and with minimum widths of 5.5 feet.	YES
Community Character Objective 13: Maintain/enhance landscaping in roadway medians and parkways, and preserve trees whenever possible within the public right-of-way.	Landscaping along proposed roadway improvements and in the medians would be provided. Where possible, existing trees within the public right-of-way would be preserved. If not possible to preserve existing landscaping, replacement installations would be aesthetically continuous with surrounding themes.	YES
North Vista Planning Area Objective H4: Preserve hillsides within areas with land use designations of Open Space Residential, Rural Residential and Low Density Residential.	Because on-site areas within the City of Vista are relatively flat and have been previously graded, the Project would not disturb associated natural hillsides.	YES
Scenic Roadway Policy SR7.4: Provide a consistent planting for street trees and medians.	As discussed in Community Character Objective 13, above, planting along and in the median of roadways would be designed to blend with existing landscaping.	YES
Scenic Roadway Policy SR7.7: Reinforce the identity of the scenic routes by providing thematic fencing and other design elements at key intersections.	While the intersection of Melrose Drive and North Santa Fe Avenue is a key intersection along the scenic route, it is not located within the jurisdiction of the City's General Plan. To the extent feasible, roadway improvements and landscaping would be designed and completed to blend with the surrounding scenery.	YES
Scenic Roadway Policy SR7.8: Provide street tree and median planting along Melrose Drive with the following: Liquidamber, Brisbane Box, Crepe Myrtle, Jacaranda.	The portion of the Melrose Drive Scenic Roadway segment that would be affected by the proposed Project is within the jurisdiction of the City of Oceanside, and would therefore not	YES

<b>LAND USE GOALS, OBJECTIVES AND POLICIES CONSISTENCY EVALUATION</b>		
<b>APPLICABLE ELEMENTS, GOALS AND POLICIES</b>	<b>PROJECT COMPLIANCE</b>	<b>CONSISTENT (YES/NO)</b>
	be subject to City of Vista Scenic Roadway policies. Nevertheless, street tree and median planting would be designed to blend with the existing and surrounding landscaping.	
Scenic Roadway Policy SR7.9: Maintain the width of North Santa Fe Avenue from Melrose Drive where feasible to meet traffic demand.	North Santa Fe Avenue would be improved to a Four-Lane Major Arterial in accordance with the Circulation Plan and Circulation Policy 1.2.	YES
Scenic Roadway Policy SR7.10: Retain the existing street trees (eucalyptus) and other mature landscape adjacent to the roadway. If feasible, retain existing streetscape.	To the extent feasible, existing landscaping would be retained. Where not feasible to retain, new landscaping would be installed that would be designed to blend into existing landscape themes.	YES
Scenic Roadway Policy SR7.17: Provide street tree and planting along North Santa Fe with the following: Eucalyptus, Aleppo Pino, Brisbane Box, California Pepper, Liquidamber, Jacaranda.	Landscaping along North Santa Fe Avenue, including those portions within the City of Vista, would be designed to blend with the existing landscaping themes.	YES
<b>LAND USE ELEMENT</b>		
The Open Space designation is intended to preserve land in its natural state.	The Open Space designation is intended to preserve natural areas for the health, safety and aesthetic sense of the general public and future generations. Portions of the described area are also zoned for low density residential development. Based on this designation and the fact that most of the area has been previously graded, the Project would not conflict with the requirement to preserve areas designated as Open Space in their natural state.	YES
<b>CITY OF VISTA ZONING ORDINANCE</b>		
<b>C-1(Q) ZONE</b>		
Zones that fall within the project study area include E-1, O-S, and C-1(Q). The only parcels that would potentially be affected would be C-1(Q). C-1(Q): Commercial-1 zone allows commercial development and specifies the specific uses that are permitted, permitted by permit or prohibited. The Qualified Development Overlay allows the imposition of additional standards as determined by the Planning Commission.	The Project entails improvements to an existing transportation facility. No changes in land use that would affect the current zoning designation would occur.	YES

<sup>1</sup> Formerly called Guajome Regional Park.

<sup>2</sup> Assumes finding by the Planning Commission that no feasible alternative exists.

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